

## SHIPPING - WAREHOUSING - DISTRIBUTION Services and Supplies

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# THE COVER

One year ago D and W began dramatizing its new editorial scope with pictorial covers illustrating the various subjects. Today, the first twelve of these covers pass in review on the front and back covers of this issue, and—

Strangely enough, they tell our complete story simultaneously with national recognition we have received from the Department of Commerce (see item headed National Publicity for D and W on page 6).

It is no wonder that a far greater number of executives interested in the subjects of shipping, handling, warehousing and distribution are reading D and W today than any other publication devoted to these subjects.

The Publishers

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*Everywhere*

To pay salaries of field workers.  
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warehouses.  
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WESTERN UNION  
*Everywhere*

## The Editor's Page

### Field Warehousing

INQUIRIES to banks and warehouses for field warehousing services are increasing as a result of the steady upswing in commodity prices. Many companies, anxious to cover themselves on a rising market and unable to obtain additional financing through regular channels, are resorting to this credit instrument to supply their needs.

It is estimated that within the last few years some 600 different classifications of industry or commodities have been used as collateral for field warehouse receipts. The plan has been used in connection with such items as coal, fuel oil, all types of canned goods, hides and leathers, shoes, automobiles, tires, rubber goods, radios, refrigerators, textiles, toys, plumbing and heating supplies, etc.

While the aggressive promotional efforts of public warehouses has been largely responsible for increasing the total, bankers in the last year or two have taken a greater interest in this plan of inventory financing and as a result have been no small factor in popularizing this credit instrument.

Only recently one of Cleveland's large banks ran advertisements in the local newspapers soliciting loans on a warehouse receipt basis. The plan started originally on the Pacific Coast and worked its way east with the result that New York banks have been among the last to take it up on a large scale.

In the past month or so, the question of financing men's clothing has come to the fore and banks have indicated their willingness to consider this possibility. Men's trousers, for instance, with no style element involved, have been financed in this manner previously, but the banks have been somewhat dubious about loans on warehouse receipts for clothing because of possible style changes. For this reason, it is unlikely that any such plan will be introduced in the women's apparel fields, where fashions change so rapidly.

### Truck Rates

THE Interstate Commerce Commission has denied the application of various motor carriers operating in central territory for drastic rate reductions, concluding that charges already were too low and that further reduction would force remaining truckers to operate at a loss to maintain a competitive service.

The decision upholds the contention of the Central States Motor Freight Bureau, Inc., that if reduced rates were allowed for a few carriers, others would be forced to operate below cost in the face of certain financial losses.

Concluding that proposed reductions would be unlawful, the I.C.C. stated that little evidence offered by

the proponents at hearings was relative to the lawlessness of the suspended schedules. Instead, "their evidence consisted almost entirely of references to the suspended items, a description of the proposed rates, and assertions that they were published to meet competition."

Most of the proponents made no attempt to prove that the proposed changes would not result in "unreasonable low rates and charges," the decision said.

On the other hand, it was found that evidence submitted by protesting carrier representatives showed that reduced charges would result in a "substantial lowering of a rate level already too low."

Citing figures offered by 200 Class I motor carriers in the central area, showing aggregate income and disbursements for 1937 and the first 2 mos. of 1938, the decision stated that "as a group, they suffered heavy operating losses."

According to the report, compiled by the I.C.C. accounting division, it was shown that total operating revenues of the carriers in 1937 were \$88,048,994.45 against operating expenses of \$88,483,827.89, a loss of \$434,832.94. The situation was less favorable during January and February of this year, when an operating loss of \$607,616.64, was noted.

Explaining that expenses of truckers have increased in recent months, and that there has been a general reduction in traffic volume due to the business recession, the I.C.C. stated that no consideration appeared to have been given to the cost of the service to be rendered, and little regard to rates of competing carriers.

"The rates in the proposed schedule," the decision stressed, "considered as a whole, if permitted to become effective, would further aggravate the generally unsatisfactory financial conditions of motor carriers in central territory.

"The present downward trend in the rate level of motor carriers in central territory must be arrested if we are to effectuate the policy of Congress . . . to foster sound economic conditions in transportation by motor vehicle and among other carriers. This policy can only be carried into effect by the cancellation of the proposed rates and charges, which, considered as a whole, are, we believe, less than reasonable minima."

Specifically, the I.C.C. stated, certain of the rates would result in the establishment of new commodity rates on groceries, in less than truckload lots, and in lots subject to minimum weights of 5,000, 10,000, 15,000 and 20,000 lbs., in lieu of present class rates; reduce minimum rates of contract carriers 60 per cent of the present minimum rates; establish specific commodity rates, subject to minimum weights of 5,000, 8,000, 10,000, 12,000 and 20,000 lbs., between Chicago and Green Bay and other points in Wisconsin, applicable

on articles taking volume ratings of class 3, F, 4, 5, and 6, respectively, in the governing classification, and specific all-commodity rates applicable on all but about 20 articles, between the same points.

Stating that the proposed changes would result in "innumerable reductions" in existing rates, an example was offered showing that a proposed rate of 55 cents, minimum 5,000 lbs., on all articles with a volume rating of class 3, and a rate of 22 cents, minimum of 20,000 lbs., on all articles rated class 6, between Chicago and Green Bay, as compared with the present rate of 79 cents and 34 cents respectively.

The central territory is defined by the Commission as consisting of Illinois, Indiana, Ohio, Michigan, Wisconsin, and portions of Iowa, Kentucky, New York, Pennsylvania, and West Virginia.

### \$1.00 Minimum Charge

A NOTICE has been sent out to merchandise warehouses by G. E. Goodwin, traffic manager of Liggett & Myers Tobacco Co., St. Louis, Mo., warning them of the proposal of the Classification Committees to assess a \$1.00 minimum charge on all shipments and the consequent increases in cost to many small shipments that are made from warehouses.

Mr. Goodwin points out that many of the shipments weighing less than 100 lbs., or those on which the \$1.00 minimum would be charged, could be made from the factories direct to destination at less cost than the freight to the warehouse, plus handling expense and the \$1.00 minimum charge. Such an assessment might have the effect of reducing the business handled through warehouses.

The warehouses are asked to vigorously protest such a high minimum charge increase before their state rate regulating bodies, pointing out that the high assessment would be unreasonable in view of the rails having asked the I.C.C. for a 15 per cent increase in rates and being granted 10 per cent by the Commission in Ex Parte 123 and an additional increase of 5 cents per shipment. Mr. Goodwin suggests a minimum of 60 cents as being more consistent. This would give the rails 9 per cent additional, 4 per cent higher than what they originally asked for.

Protests should also be made to any of the following in whose territory the warehouses are located: E. H. Dulaney, Southern Classification Committee, 101 Marietta St., Atlanta, Ga.; B. A. Gaetz, Official Classification Committee, 143 Liberty St., New York; and R. C. Fyfe, Western Classification Committee, Room 202, Chicago Union Sta., Chicago.

### National Publicity for DandW

**I**N the June 30th issue of its publication devoted to a current review of marketing research, the Bureau of Foreign and Domestic Commerce has chosen *DandW* as its 17th in a series of articles describing briefly the characteristics of outstanding American trade publications.

*DandW*, the review states, "has more permanent and regular features appearing in each issue than is customary with the average trade publication, probably because of the varied interests of the men in this field, and natural departmentization into which the various phases fall."

### Would Prevent Rail Abandonment to Protect Warehouse

**T**RUCKERS have frequently accused the Interstate Commerce Commission of being "railroad minded," and now the rails are likely to dub the I.C.C. "warehouse minded."

That possibility arises as a result of a recommended Commission order denying the application of the New York Central Railroad for permission to abandon a portion of its branch line in Niagara County, N. Y. The branch extends from Suspension Bridge to Lewiston, approximately 5.26 miles, and one of the principal objections made by Examiner J. S. Prichard is the fact that Youngstown Cold Storage Co. would be deprived of an essential service. The argument that adequate highway facilities afford avenues for trucking to the cold storage plant was not convincing to the examiner.

"In determining whether or not public convenience and necessity permit abandonment of the branch, due consideration must be given to the public need of the Frontier Railway, the abandonment of which would be inevitable if the branch were abandoned," said Prichard. "The principal industry served by that carrier is the Youngstown Cold Storage Co., which owns and operates a large refrigeration plant at Youngstown, where fruits and vegetables are kept in cold storage for future shipment by rail.

"The plant, having a capacity of 155,000 bushels, was established in 1912 and has been in operation since that time. According to the balance sheet of the storage company as of Dec. 31, 1937, its fixed assets and the value thereof, less depreciation, are as follows: land, \$5,000; buildings, \$130,997; packing shed, \$1,692; water tower, \$1,376; machinery and equipment, \$4,654; washing and packing equipment, \$3,980; railroad switches and siding, \$1,299. It owns the entire capital stock of the Frontier Railway. The latter was acquired by the storage company some years ago as a necessary adjunct to its business. Although considerable quantities of fruit produced in the tributary territory are handled by motor trucks, it appears that the greater part is placed in cold storage and afterward shipped by rail.

"In the years 1932 to and including 1937, the number of carloads of fruit handled over the Frontier Railway was as follows: peaches, 747; apples, 379; pears, 72; prunes, 59. Total, 1,257. The yearly average for all fruit was 210 carloads.

"The testimony is that the storage company could not successfully operate without rail transportation facilities to its plant."

### A.W.A. Convention at Dallas, Feb. 15 to 18

Dallas, Texas, has been selected by the American Warehousemen's Assn. for its 48th annual convention. It will be held Feb. 15 to 18. As customary, the opening general session takes place on Wednesday, Feb. 15, with the two divisions having their respective separate sessions on the next and succeeding days and the closing sessions on Saturday, Feb. 18. Further announcements with respect to hotel arrangements, convention headquarters, etc., will be made to A.W.A. members in due course.

### Residential Occupancy Rate Remains High

The percentage of residential occupancy remains high in many Eastern and Middle Western cities, according to surveys made by various member boards of the National Association of Real Estate Boards. A majority of the figures were from 97 to 99 per cent.

### New Orleans Complaint on Australian Ruling on Chicago and Milwaukee

The port of New Orleans is challenging the recent decision of the Australian customs authorities exempting transportation costs from Chicago and Milwaukee. Complaint has been filed with the I.C.C., U. S. Mar-

time Commission, U. S. Tariff Commission and the Department of State.

Both exporters to Australia and transportation interests serving the gulf ports are considerably mystified over the ruling by J. P. Brophy, Australian trade commissioner at New York, who recently announced that Chicago and Milwaukee will be regarded as ports of exit on shipments to Australia when moving from these ports by lake.

Under Australian customs practice, transportation costs to designated points of exit are added to the valuation of merchandise and against which the full rate of duty is charged. Immediately on announcement that shipments from Chicago and Milwaukee by lake would be exempted from this customs requirement, shippers and others requested that the ruling should be broadened so as to include shipments of merchandise from Chicago by water to the Gulf.

Brophy advises that whereas shipments from Chicago by lake go through international waters, shipments by barge to the Gulf move wholly within the continental United States, and therefore the point of exit is to the Gulf port, and transportation charges to the Gulf port must necessarily be added to the value of the merchandise in fixing the amount of duty to be paid. Brophy admitted that shipments by motorships from Chicago to New York have in the past been exempted from this customs ruling, but he held that on such movements the vessels travel international waters, thereby differing from barge movements from Chicago to New Orleans.

The New Orleans petition declares that the Australian customs ruling "is an action on the part of the British Empire to defeat an adjustment of freight rates approved by the I.C.C. and to deprive our American railroads and other American transportation systems, as well as American ports, from participating in the movement of American commodities exported to Australia."

In submitting there is a basis for action by the I.C.C., R. A. Siegler, executive general agent of the New Orleans Port Board, employs the following thesis:

"Whenever any state of these United States establishes any rate, rule or regulation on intrastate traffic which interferes with interstate traffic, then the I.C.C. intervenes and takes jurisdiction over such intrastate traffic under Section 13 of the act to regulate commerce. In the foregoing situation as it pertains to Australian traffic, the circumstances closely parallel the intrastate interference except that in place of state interference with interstate traffic there is foreign interference."

### N. Y. Central Leads in Eliminating Pick-up and Delivery Service

Tariffs discontinuing free pick-up and delivery service have been filed by the New York Central, Boston and Maine and other railroads in trunk line and New England territory.

The carriers will charge from 5 cents to 10 cents per 100 lbs., instead of providing free store-door service. The tariffs are effective Aug. 15.

J. P. Patterson, assistant general freight traffic manager of the New York Central, is understood to have sponsored this action on the part of the rails. It is believed that the carriers decided to make the change because free store-door service became too great a drain on their revenues.

Arthur G. McKeever, managing director of the Merchants Truckmen's Bureau of New York, which has been fighting free store-door service for years, said the charges were still too low. "But it's a step in the right direction," he added, "and will benefit many truckmen."

Under the terms of the old tariff, l.c.l freight carrying a rate of 45 cents per 100 lbs. or more received pick-up and delivery free.

In the new tariff, the allowance provision, under

which shippers performing their own trucking service were allowed 5 cents per 100 lbs. by the railroad, also is discontinued.

The 5-cent rate, it is understood, is provided for in the New England tariff.

Agent W. S. Curlett, of the Trunk Line Assn., said that practically all the New England lines, except the New Haven, were participants in the tariff. Besides the Boston and Maine, the Maine Central and Central Vermont were also included.

Charges in the New York Central tariff ranged from 6½ to 10 cents.

Other roads named as participants were the Boston and Albany; Chicago Junction; Chicago, Kalamazoo and Saginaw; Cincinnati Northern; Cleveland, Cincinnati, Chicago and St. Louis; Cooperstown and Charlotte Valley; Delaware and Hudson; Indiana Harbor Belt; Louisville and Jefferson Bridge & R. R. Co.; Michigan Central; Pittsburgh and Lake Erie and West Shore.

Charges generally are based on the population of the points served. In smaller towns and cities they are low; at thickly populated points, higher. For example, at Ann Arbor, Mich., the rate is 6½ cents, while at Boston, Chicago and New York, it is 10 cents.

Following on the heels of the action of the New York Central Railroad, as well as all New England roads, in proposing elimination of free pick-up and delivery service beyond Aug. 15, terminal railroads serving the Chicago area, at a meeting at the Illinois Freight Assn., voted to decline handling merchandise freight for the N. Y. Central unless they are compensated for the service.

Elimination of the free service by the N. Y. Central will mean, if the new tariff becomes effective, that the terminal roads will only obtain a normal division of the regular line-haul rate for handling the traffic from universal stations to the freight houses of the road. At present, the terminal carriers, in certain instances, arrange for pick-up of the merchandise at the store-door of the shippers, for which they are compensated by the road.

### Government Leases at Bush and North Pier Terminals

The Federal Government has leased space in the Bush Terminal, Brooklyn, N. Y., and in the North Pier Terminal, Chicago. At the latter, 75,000 sq. ft. has been taken. The space will be used for the warehousing and distribution of surplus clothing, etc., which the Government intends to purchase from manufacturers and distribute through the WPA, to those on home relief.

### Southwest Group's Annual Convention Oct. 2-9

The 21st annual convention of the Southwest Warehouse and Transfermen's Assn. will be held Oct. 7, 8 and 9 at Fort Worth. Many important matters are on the docket for discussion at this meeting, among which are the newly enacted Wage-Hour bill and an analysis of the new Southwest Merchandise Warehouse Guide No. 2.

### New Import Freight Rule

Eastern trunk lines will make effective Aug. 15 a new rule fixing charges for labor in the handling of import traffic removed from piers at Philadelphia and Baltimore to appraisers' stores at those points.

Where it is required by United States customs that import freight be sent to the appraisers' stores and the labor incidental to such forwarding is performed by the railroad, a labor charge of 55 cents per 2,000 lbs. with a minimum of 55 cents will be assessed against the owners of the freight. A similar charge will be made on import freight returned from appraisers' stores to the rail pier or station.



# ANALYSIS OF THE WAGE AND HOUR ACT



## Highlights of This Analysis

- 1—Act becomes effective Oct. 24.
- 2—Aims for 40 cents an hour and maximum 40-hr. work-week.
- 3—To be accomplished in 7 yrs.
- 4—Starts with 25 cents and 44 hrs.
- 5—Employers engaged in interstate commerce affected.
- 6—Overtime at  $1\frac{1}{2}$  times regular pay rate.
- 7—No overtime pay under special exceptions.
- 8—Maximum hour exemptions in seasonal trades.
- 9—Provision for review for aggrieved employers.
- 10—Labor difficulties might affect warehousemen under Act.
- 11—Exempts truck employees coming under Sec. 204 of Motor Carrier Act.
- 12—Penalty of \$10,000 or 6-mo. imprisonment.

PASSED by both houses of Congress on June 14 and signed by the President on June 25, the much discussed and publicized Wages-and-Hours Bill will become effective Oct. 24. It is expected that 2,500,000 workers in the lowest-paid industrial group will be affected.

The measure, for which the President personally fought despite repeated defeats in the House, falls considerably short of the aims of the original legislation recommended last year. It does write back into law, however, the principle of Federal establishment of wage and hour standards for industry, which was first undertaken in the N.R.A. and erased by the Supreme Court's decision declaring that plan unconstitutional. That the new act will be subjected to a similar test is taken for granted.

The new law aims at a national standard of a minimum wage of 40 cents an hour and a maximum work-week of 40 hrs., to be attained in industry in 7 yrs. It approaches those goals gradually, however, and provides machinery permitting a considerable amount of flexibility, insisted upon by Southern and other opponents in Congress.

The universal "floor" for wages, without provision for sectional or other differentials, will be set at 25 cents an hour for all affected industries operating in interstate commerce as soon as the act becomes effective. After 1 yr. that standard will be raised to 30 cents.

A universal "ceiling" for the standard work-week will be established at 44 hrs. the first year, to be decreased to 42 in the second year and 40 hrs. thereafter.

Charged with application and

enforcement of the measure will be a \$10,000 a year administrator to be appointed by the President but serving under the secretary of labor. He will have power to grant exemptions, the latter to be recommended by regional industrial boards which the administrator will appoint.

The boards will be appointed by industries, much like the old N.R.A. code authorities, and will base their recommendations on competitive conditions involving costs of living, transportation, production, etc. Southern congressmen insisted on these loopholes because of northern and southern differentials.

The opposition fire is expected to center on the rigid wage-hour provisions and the delegation of alleged "czaristic" powers to the administrator, whose authority is subject only to the White House.

Another controversial provision is that applying the bill to industries which are intrastate in character but produce goods which move in interstate commerce.

Section 13 of the law deals with exemptions, and some warehousemen feel that they are exempt through the provision in Section 13 (a) (2), which states that the provisions of Sections 6 and 7 of the Act shall not apply with respect to "any employee engaged in any retail or service establishment the greater part of whose selling or servicing is in intrastate commerce." In connection with this particular provision, the warehouseman will want to give consideration to the volume of merchan-

(Continued on page 51)

This article explains in simple, brief fashion, the important features of the new tax law...

# HIGHLIGHTS OF THE NEW TAX LAW

By J. S. SEIDMAN  
C.P.A.

IN the last 7 yrs., Congress has yet to meet in regular session without giving birth to a new tax law. The present session is no exception. The stork has just paid us the annual visit. Let's see how the newcomer compares with the last addition to the family. For this purpose, we will just hit the high spots and leave the many exceptions and qualifications for the experts to toy with.

Let us tackle first the income tax. The new law will take root starting with 1938. Tax rates on individuals have not been touched. The corporate picture, however, has been considerably overhauled. Last year, the ordinary corporation was subject to a normal tax ranging from 8 per cent to 15 per cent, and a surtax on undistributed profits ranging from 7 per cent to 27 per cent. Now the normal tax will be a flat 16½ per cent on corporations with incomes over \$25,000, and on corporations with incomes less than \$25,000 the rates will be 12½ per cent to 16 per cent (more precisely, 12½ per cent on the first \$5,000, 14 per cent on the next \$15,000 and 16 per cent on



A great deal is expected of this promising youngster

the remainder, with the average rate 14.1 per cent).

The undistributed profits tax has virtually been eased out of the running. It will not apply at all to corporations with less than \$25,000 income—which is about 90 per cent of all our corporations. Even on corporations with more than \$25,000 income, the additional tax on undistributed profits will be a measly 2½ per cent and then only for 1938 and 1939. After that, the undistributed profits tax is doomed to pass into the great beyond—unless, of course, Congress extends its lease on life.

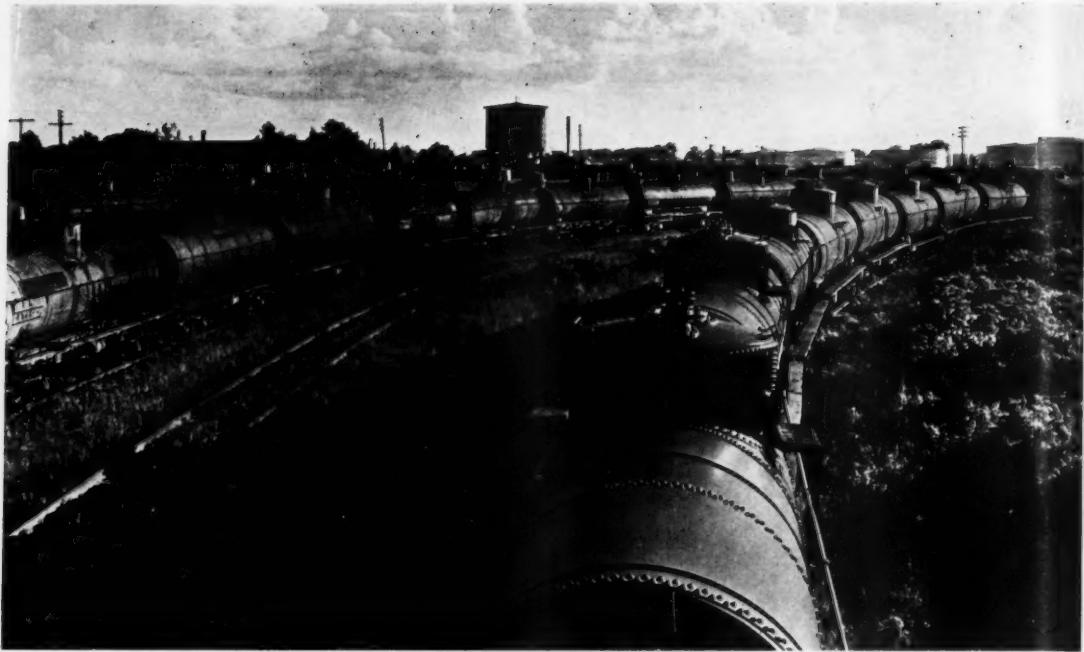
Lest even this 2½ per cent becomes obstreperous, many cushions have been provided. New deductions are allowed in figuring the amount subject to the 2½ per cent tax. These include accumulated deficits from prior years, amounts appropriated for certain indebtedness existing at the beginning of 1938, and amounts that the stockholders consent to report in their own returns as dividends without need for actual distribution by the corporation.

Likewise for the purpose of the 2½ per cent tax, 1938 net losses will be deductible from 1939 un-

distributed profits. All told, therefore, the corporation tax where the income is more than \$25,000, comes to this: 16½ per cent on the distributed profits and (for 1938 and 1939 only) 19 per cent on the undistributed profits, with the undistributed profits figured on a very liberal basis from the corporation's standpoint. In 1937, if a corporation made \$100,000 and paid no dividends, the tax was \$31,502.89. If it paid the \$100,000 out as dividends, the tax was \$13,840. Now under the same circumstances, the tax will be \$19,000 and \$16,500, respectively.

Corporations continue to be subject to an excess profits tax of 6 per cent and 12 per cent. However, there is an important "unlaxing" of the capital stock tax with which the excess profits tax hooks in. Heretofore, corporations declared a capital stock value once and for all. Profits were considered "excess" whenever they were more than a stipulated percentage of this value. Now corporations will be permitted to make new declarations of value every 3 yrs., starting with capital stock tax returns that were due July of this year.

(Continued on page 59)



A fleet of more than 40,000 tank cars of various types, immediately available for lease to railroads or shippers. Specialized types for every liquid

These examples of some of the applications of the leased car and terminal facilities illustrate the permanent place the third party holds in the modern program of transportation and distribution—and an indication of what can be expected in the years to come.

## THE "THIRD PARTY" IN

At the turn of the century, Armour & Co. and some few others, maintained fleets of special railroad cars at tremendous cost of maintenance and operation, for the transportation of their own products. It was 20 of the Armour refrigerator cars, about to be scrapped at the time, that Max Epstein, then working in the Chicago Stock Yards, sold to a Pittsburgh brewery which he had

learned needed such equipment. The thousand dollars he earned as commission went as the down payment on twenty more such cars, and these in turn, were the nucleus of the present organization known as "General American" . . . builders of all types of railroad freight cars, refrigerator, milk, and stock cars, lessors of tank cars, and operators of America's most extensive terminal system, a \$100,000,000 firm.

The Goodhope (New Orleans) Terminal is most complete. Any liquid commodity may be handled efficiently. Different sectors are reserved for different types of products. Each zone is practically a complete terminal in itself. Total tankage is 45,000,000 gals.



With the apparent inability of the railroads to cope with the problems of affording to shippers adequate specialized facilities in line with the growing complexities for the transportation of bulk commodities, especially liquids, and a lack of the enormous capital required by each shipper to provide and maintain his own specialized rolling equipment, there was created a place for a "third party" in the scheme of things. The result was that the railroads now offer unlimited facilities to the shipper of liquid bulk, simply calling upon the third party for such special equipment as is required, paying by the mile. So the shipper may divert capital into the expansion of his business that might have been forced into the building of high valued rolling stock and terminal tank storage, to be maintained and perhaps lay idle for months, in off-season periods.

In point of volume, petroleum and crude oil and their products still play a major part, but recent years have seen the development of a great variety of other commodities shipped in tank cars. It is the function of this "third party" to provide the facilities for

mum conservation of freight rates. Thus, New Orleans services the entire Mississippi valley: Houston, the west, and Corpus Christi, the southwest. Carteret (N. J.) serves the Atlantic seaboard.

Taking a broad view of the operations of General American, there is the resemblance to a huge bank, in which the medium of exchange is in the various denominations of oils and liquids, instead of currency. The shipper is the depositor who entrusts the carrying of his deposits via special messenger to the depositories or terminals where they are held in trust. There they await the order of the depositor to "check out" in such amounts or quantities as may be desired. Again, like the bank, the owners of the commodities know to the gallon what they have on deposit, but they do not know who owns the deposits in the next tank, anymore than a bank depositor knows the name of the owner nor the amount of cash that is lying in the same vault with his own dollars.

This is a trust, built upon years of confidential dealing that eliminates the last vestige of doubt as to the advisability of using "leased" carrying and terminal facilities.

Likewise, in the best banking manner and custom, negotiable and non-negotiable warehouse receipts are issued in any denomination required and these receipts, in turn, are honored universally by any bank as collateral for loans.

It is in the transportation of great variety of chemicals that engineering ingenuity has made the most important strides. The manufacturers of explosives, fertilizers

(Concluded on page 60)



Section of the Goodhope Terminal, showing variety of tank sizes and types

## IN LIQUID BULK TRANSPORTATION

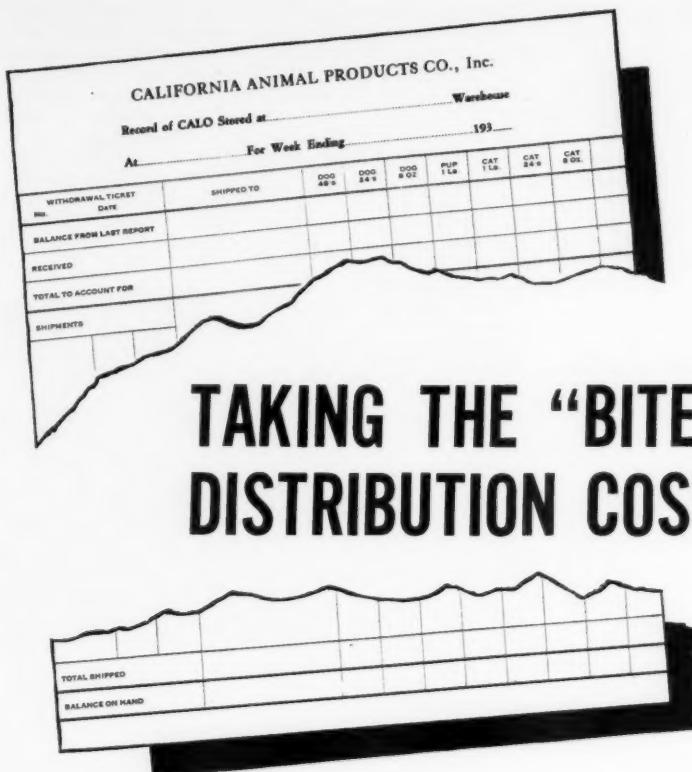
the bulk shipment, storage and distribution of every liquid known to the industrial world. It is typical of the tank cars that each is specially designed for the commodity it is to carry, and typical of the terminal facilities, through which the shipment passes, that separate lines and tanks be provided for dissimilar commodities.

In one will be found the sweet odor of Palm Kernel Oil. In another, Toluol has given its pungent smell. Cocoanut, palm, cottonseed and fish oils flow into the terminal tanks and there await instructions that will send them on their way to continental or foreign points. The former problem of most shippers, involving the accumulation of cargoes, has been entirely solved by the method of shipping a single car at a time, if necessary, for leased terminal accumulation, to be transferred to ship or railroad when the required amount has been established. There are little tanks to hold 200 barrels . . . there are big ones for 80,000 barrels . . . and there is almost every size between.

These terminals are located at strategic points, affording maxi-



The Carteret Terminal is directly on the New York Harbor. Accumulated cargoes at New Orleans, Houston and Corpus Christi, ship from there by coastwise steamer to Carteret, then redistribute in smaller quantities to individual markets. Coal tar products from eastern steel mills use this as a base and assemble lots for ultimate export in full ship cargoes



## TAKING THE "BITE" OUT OF DISTRIBUTION COSTS

**Warehouses in 45 cities handle distribution for coast dog food company**

**T**AKING the "bite" out of distribution costs through maintenance of spot stocks in public warehouses all over the United States has been an essential factor in development of one of the West's most successful dog food businesses, that of the Calo Food Products Co., headquartered in Oakland, Calif.

The story of Calo is a story of remarkable growth in a short period of years. About 14 yrs. ago, H. C. Claybaugh, a well-known Pacific Coast dog fancier, launched some scientific feeding experiments with his own dogs. He felt that these animals, in common with human beings, could benefit from a properly balanced diet. But, he wasn't satisfied with commercial dog foods available at that time.

The rations he developed worked such wonders with his own dogs that he decided to manufacture them commercially. Accordingly, the California Animal Products Co. was formed and production was launched on what was to become a highly successful line of dog biscuits. Within a few months, a strong market had been established

in the San Francisco Bay area. It wasn't long until the product was being widely sold all over the State.

In 1928, Claybaugh, who is president and general manager of the company, saw possibilities in national marketing of his goods. But, he didn't consider it practical to ship the biscuits long distances. Much of his success with the line in the state had been due to freshness of the merchandise—it is produced daily. So, for the Eastern market, he decided to produce a canned dog food. Today, Calo dog and cat foods are on grocery store shelves from New York City and Boston to the Pacific Coast.

In going national, the company immediately faced the problem of selecting a standard method of distribution. After a good deal of careful study, it was decided to operate exclusively through public warehouses. At present, the company maintains spot stocks and has broker representation in 45 cities all over the country. The volume of business done represents an important share in the national dog food market.

Calo officials have been so well

satisfied with this method of distribution that they wouldn't consider operating on any other basis. "Since we have not operated any other way, it would be impossible to make cost comparisons," says one of them. "However, we consider that costs of maintaining factory branches and representatives in even the key centers of distribution would be prohibitive."

Because of careful selection of warehouses used, the company has made almost no change in its 10 yrs. of operation in the national market. In most cases, the broker appointed is asked to make a careful investigation of available warehouse service in his city and submit a recommendation. The company verifies this report—and usually acts on it.

The company's requirements in warehouse service are simple. The only form the warehouseman is required to fill out is a monthly inventory—on a sheet furnished by the company. Across the top of the form are column headings showing the names of the different items—with spaces for listings on shipments. Down the left side are headings covering: withdrawal ticket, balance from the last report, goods received, total to account for and shipments. At the bottom are listed the totals shipped and balance on hand.

The company has no peculiar requirements from a service standpoint—just reasonable efficiency in handling a stock to prevent damage or loss and to permit speedy, well handled withdrawals. It is up to the broker to keep track of stocks on hand in his warehouse and to check his demand, placing orders for merchandise as it will be needed. Calo ships only on order from the broker.

(Concluded on page 67)

# CLAIMS: IT IS BETTER TO PREVENT THEM

**Loss or delay of shipments, even if paid, help none of the participants involved—the shipper, consignee, nor the carrier**

**A** NUMBER of elements play their part in the safe and prompt arrival of shipments. Care in making sure that the address is correct, giving full name instead of initials, using printed lettering instead of script, affixing labels and tags in such a way that they will not be detached, marking for caution and careful handling, using marking material that will not be obliterated by moisture or friction, will all help in speeding a shipment on its way and landing it safe and sound at the door of the consignee.

Loss and delay are frequent causes for claims, but more often a claim is filed because of damage. As much as \$11,000,000 for avoidable damage is paid out in a year. It would seem that shippers and receivers of goods should take an active interest in correcting this condition. Loss and damage are

divided into known loss or damage and concealed loss or damage.

A known loss or damage is one that is apparent, easily seen. Known losses are usually the result of failure of the carrier to deliver the goods to the consignee, which may be due to various causes,—destruction of goods, disappearance, wrong delivery, or the like, though they may be due at times to errors on the part of the shipper. Known damage may be the fault of the shipper or the carrier. A concealed loss or damage is one which is not evident at the time of the delivery of the goods by the carrier, but which is discovered when the package is opened and the contents checked. Such loss or damage must be immediately reported to the carrier and every opportunity must be given to make a thorough investigation. This is usually made

on a standard form, and all evidence required must be produced. A report should also be made to the shipper.

A known damage is usually readily acknowledged by the carrier at the time the shipment is tendered to the consignee. The acceptance of the shipment by the consignee in such cases does not endanger in any way the proper claim that the owner or consignee may have against the carrier. But the consignee should see that a careful inspection is made at the time the delivery is tendered. An endorsement of the nature and extent of the damage should be placed upon the original paid freight bill which is signed by the authorized representative of the carrier.

Railroads are doing all within their power to help reduce loss and damage and in facilitating the investigation and disposition of claims. The railroads freely admit responsibility for much of the

(Continued on page 75)

**Standard Form for use in making  
claim for loss or damage**



## FROM THE CAPITAL

News of Interest  
to Shippers and  
Warehousemen

### Free Zone Rates Attacked

THE attitude of the Foreign Trade Zones Board with respect to warehouse tariffs is demoralizing the rate structure in the Port of New York and will do so in every other port of entry in which similar enterprises are licensed to operate, the Merchandise Division of the American Warehousemen's Assn. has protested to the Foreign Trade Zones Board, through its Washington counsel, A. Lane Cricher. This protest includes a letter of protest from the secretary of the American Warehousemen's Assn., Merchandise Division, Wilson V. Little, who vigorously opposes the official interpretation of existing requirements for the filing of tariffs.

The official interpretation of existing tariff rules, according to Cricher, is this: "You must publish your tariffs, but it doesn't make any difference what you publish; all we want to know is what you are actually charging after you have made a contract."

Under such conditions, Cricher points out, "it becomes a little clearer as to how or why some of the difficulties, competitively, have arisen—and I refer only to competition for ordinary bonded and free warehouse business.

### From the Washington Office of D and W

"I am informed by the secretary of your board that a zone operator does not have to live up to nor quote the rates, nor adhere to the regulations noted in any tariff on file; that he can make any kind of a warehousing contract he desires and notify the Foreign Trade Zones Board 3 days *after* he has done so, and thereby he satisfies fully the public utility regulation set forth in paragraph 1003 (b) of your effective regulations."

The A. W. A. attorney protests that this marks the first time under governmental regulation of a public utility, when there has been an order accompanied by an interpretation completely nullifying its effect.

During the past year the merchandise warehousemen have from time to time complained against unreasonably low warehousing charges at Zone No. 1 (Staten Island), protesting that rates have been made, not with a view of attaining the objectives of the act, but apparently with the purpose of obtaining goods for warehousing purposes, ordinarily stored in bonded and free facilities already available and not competitive with the primary purpose of a foreign trade zone.

Cricher argued:

"Public merchandise warehousemen have no contract with any political subdivision of the United States with respect to providing any of their fixed charges. They must operate on a compensatory basis, or go through the wringer of bankruptcy or reorganization, or go out of business. Nor do I understand, from the background and presentation which led to the enactment of the Foreign Trade Zones legislation, that it is the intent or function of such facilities competitively so to operate that they simply take business away from, or reduce to an extremely low and non-remunerative basis, the existing warehousing facilities of a given port.

"Nevertheless, several examples have arisen which show that Foreign Trade Zone No. 1 has been

operated to a considerable extent as a competing warehouse in the Port of New York."

### Safety Conference Rejects Sunday Driving Ban

A proposal to limit truck traffic to milk, newspapers and mail in Saturday afternoons and Sundays was rejected by the National Conference on Street and Highway Safety, meeting at the U. S. Chamber of Commerce, Washington.

The meeting which was conducted by George R. Wellington, assistant chief, Safety Section, Bureau of Motor Carriers, was attended by 75 national traffic experts.

As a step toward uniformity, the Conference incorporated into the code the Interstate Commerce Commission's lighting and braking requirements. The only change made in the I. C. C. regulations with the reduction from 45 ft. to 40 ft., the stopping distance for a vehicle not equipped with brakes on all wheels.

Another change calls for establishment of a differential in night and day speed limits. While adopting a flat 50-mile an hour *prima facie* limit for day driving, it allowed a 5-mile differential, or a 45-mile an hour limit at night.

The Conference did not designate these limits as absolute, but did set them up as "reasonable and desirable" under average circumstances. A driver, at times, may exceed these limits, but he must prove, if arrested, that he was not operating his vehicle recklessly.

### Division of Transportation Formed at Washington

A Division of Transportation was established in the Bureau of Agricultural Economics July 1, under the directorship of Dr. Ralph L. Dewey, formerly in charge of transportation studies at Ohio State University and later associated with government agencies in similar work.

The Bureau of Agricultural

Economics had previously been designated by Secretary of Agriculture Henry A. Wallace as the agency to administer Section 201 of Title 11 of the AAA of 1938, relating to transportation of farm products. The Division of Transportation was set up to carry out this responsibility: "The Secretary of Agriculture is authorized to make complaint to the Interstate Commerce Commission, with respect to rates, charges, tariffs, and practices relating to the transportation of farm products, and to appear before the Commission at hearings held upon complaint filed by others."

The section also provides that the Secretary may be made a party to proceedings affecting the public interest, and may have the right to invoke and pursue original and appellate judicial proceedings involving the Commission's determination.

Secretary Wallace announced the work of the new Division will include assembling of basic data on transportation rates by rail and truck, volume and movement of traffic in agricultural commodities, transportation charges and practices and their effect upon agriculture, preparation of economic briefs and other specific documents necessary in connection with appearance before the Interstate Commerce Commission.

Dr. Dewey in addition to his work as an instructor in matters of transportation had experience in that field with the Federal Power Commission and the Department of Commerce. He was on the staff of the National Transportation Committee which sponsored the 1932-33 study of transportation systems of the United States; was author and co-author of chapters of the committee's report on freight and passenger rates, and the regulation valuation, rate of return, consolidation, and history of transportation.

#### Rails Challenge I.C.C. on Warehouse Lease Ban

A challenge of the authority of the I.C.C. was made to the Supreme Court June 29 by the B & O, Central of N. J., N. Y. Central, D. L. & W., Erie and the Pennsylvania railroad companies contesting the commission's right to prevent leases of warehouse space to shippers in the New York City harbor district below the cost of the carriers.

The order, issued on Feb. 2, 1937 but not yet effective, would prevent the carriers from permitting freight shippers in interstate commerce to use rail warehouse space at rates which "do not compensate for the loss of the space."

The I.C.C. found that the below-cost service at the Port of New

York discriminated against shippers who were not favored by the rails.

The rail petition stated "The commission's order in requiring absolute adherence to the 'cost' standard as the test of the lawfulness of their leasing of space and rendering of services is at variance with other decisions of the commission and the courts as to the test of lawfulness of such practices by carriers."

The railroads also stated in their brief that their practices on leasing space and storing, handling and insuring goods "are long standing in the commercial life of New York Harbor and were begun in good faith" long before the commission's order, at a time when it could not have been known that the cost to the rails would be made a test of legality.

The I.C.C. in its investigation found that the New York Central leased space to shippers for storage of automobiles at less than cost. It also was alleged that the Central of New Jersey leased a building to the Newark Central Warehouse Co. at a little less than half the taxes for a year.

Judge Chase of the Second Circuit wrote the opinion for the three-judge court upholding the commission. Judge Patterson of the Southern Federal District Court concurred. So did District Judge Hulbert, but "with some misgivings." He agreed with Judge Chase, under the law, but feared that the commission's order would result in increased cost to shippers, because, he said, private warehousemen were not subject to regulation.

#### Urge Truck Cost Study Before N.E. Rates Are Set

A request that the I.C.C. refrain from determining minimum trucking rates in the New England area until it has made a "real cost study" was made June 29 in a brief filed by a group of ten Northern New Jersey manufacturing trade groups.

On the day before, the Port of New York Authority urged the I.C.C. not to prescribe motor carrier rates in New England which would result in "inflated rates to and from the New York metropolitan area," or "split the metropolitan area into different parts for rate-making purposes."

The I.C.C. has under investigation all motor-carrier rate schedules in New England, giving special consideration in what has been described as a "chaotic" situation, resulting from rate "chiseling" by some truckers.

The ten New Jersey manufac-

turers in their brief stated: "In view of the scope of this investigation and the inadequacy of the data available on the all-important element of cost, it is therefore respectfully urged that the commission issue no finding or order with regard to minimum rates at this time, but that a real cost study be ordered forthwith, on which basis the commission may at the earliest possible moment take such action as it deems proper under the true facts to be developed."

The Port Authority of New York said there could be no justification for penalizing certain points of destination within the New York metropolitan area by higher rates than shipments destined to other parts of the area as some trucking groups propose. It also offered arguments against the contention of some trucking organizations that shipments to the New York area generally should be higher than to other cities in the New England region.

"The Port Authority is definitely opposed to the proposal of respondents to maintain inflated rates to and from the metropolitan area," the brief said. "Respondents failed wholly in their attempt to show that the transportation cost to and from the New York metropolitan area is greater than within New England. On the contrary, the evidence clearly shows that the load factor to and from New York, because of the extremely high volume of traffic, is much greater than within New England."

"The Port Authority is also opposed to that feature of the respondents' proposal that would split the metropolitan area into different parts for rate-making purposes. The record shows that many respondents maintain terminal stations in New Jersey, the Bronx and other sections of the district outside of lower Manhattan, eliminating any necessity for redistribution from lower Manhattan, which was the alleged justification for rate arbitraries proposed for the sections outside of lower Manhattan."

In arriving upon a basis for minimum trucking rates, the commission might prescribe minimum rates for short-haul traffic on three groupings, the first group including points between Port Chester, White Plains and Irvington on the north, and Harlem River on the south, with distances computed from New Rochelle, the Authority suggested.

The second group would include Brooklyn, Queens, Manhattan and points in New Jersey as far south as, and including Bayonne, Elizabeth, Union and Millburn, with distances figured from City Hall, New York, the brief added. The

third suggested group would include Staten Island and points in New Jersey beyond the second zone and running as far as the Raritan River with distances figured to and from Perth Amboy.

While the Authority's brief suggested this zoning plan for short-haul minimum rates in the New York area, it insisted throughout that with respect to the long-haul territory the "minimum rates should be the same for all parts of the metropolitan district." For the purposes of these long-haul rate minimums, it suggested that New York City Hall "would be a convenient point from which to compute distances."

#### Roads and Routes Synonymous Under Motor Carrier Act

FAILURE of a motor carrier to confine its operation to those highways traversed by it on and before June 1, 1935, is a violation of the Motor Carrier Act, in the opinion of Examiner Albert E. Stephan who refused to accept the argument of Consolidated Freight Lines, Inc., Portland, Ore., MC-42487, that it should be permitted to use any and all highways between points which it serves.

It was recommended that the I.C.C. restrict Consolidated's authority to highways actually used prior to and since the "grandfather" date.

Consolidated's application requested authority to transport general commodities as a common carrier over various regular and irregular routes in Oregon, Washington, California, Nevada, Idaho, Montana, North Dakota, and Minnesota.

In pursuing its claim of authority to operate over numerous highways in the seven states, the examiner stated, Consolidated contended that "highways" are not "routes" within the meaning of the Motor Carrier Act. Instead, Consolidated claimed that "route" means a series of shipping points, at which, to which, or from which, shipments are made or received, and that various highways were merely the means of getting to these points.

Consolidated likened the situation to a boy serving a "newspaper route." The boy, it was contended, goes along certain streets or criss-crosses over back yards and lots to deliver the papers at particular houses.

"Applicant," the examiner stated, "contends that in order to preserve the inherent flexibility of motor transportation, motor carriers should be permitted to go over any and all available highways to serve the shipping points covered by their appropriate state

and interstate authorizations."

Consolidated's claim to the many highways listed in its application was based on two grounds, Stephan explained. The first of these was actual operation prior to and since the "grandfather" date. The second was that the Act was not designed to regulate "use" of highways, but only to regulate interstate "service" to various points. It contended that regulation of "use" of the highways was a state matter.

Although conceding "there is much persuasion in this reasoning," Stephan cited counter-arguments offered by protestants.

Protestants pointed out, Stephan stated, that Consolidated's theory was contrary to the I.C.C.'s interpretation of the word "route"; that to accept Consolidated's theory would be to permit "this ubiquitous applicant" to "run wild over seven states," and that Consolidated's theory would destroy the possibility of Federal cooperation with state officials in efforts to divert excessive transportation from particular highways.

Refusing to accept the theory, Stephan recommended limitation of the certificate to those highways over which the company actually operated on the "grandfather" date.

Admitting the term "route" is not defined in the Act, Stephan pointed out that the term "highway" is defined as "the roads, highways, streets, and ways in any state." The two words had been accepted by the I.C.C. as being synonymous. Stephan contended, taking the position that the definition of "highway" served as a definition for "route."

"The Commission has used the words 'route' and 'highway' interchangeably," he stated. "It has issued its certificates in past cases describing 'routes' as particular 'highways.'"

Moreover, he added, the desirability of permitting the broad operation sought by Consolidated "is open to serious doubt."

"From the standpoint of the carrier's own interest it undoubtedly presents an added attraction of flexibility to be able to move vehicles at any time anywhere over any highway. Such advantage may in a measure also benefit the public."

"There are, however, offsetting disadvantages. If all carriers were able to operate in this manner, there would be no control over the congestion of particular highways. . . ."

"One of the 'inherent advantages' of motor transportation which Congress had in mind was the service to points not reached by rail lines. If we were to adopt

applicant's theory that a motor carrier can move from one point to another by any route that it wishes to use, then we may have the same failure to serve intermediate communities that exists with respect to rail operations.

"The task of designating particular highways for motor vehicle operations is by no means insurmountable. This designation of particular highways or routes serves the double function of defining the limits within which particular carriers may operate and of assuring communities located on such routes of continuous motor carrier service. Related to this is the question of service to intermediate points. . . ."

"In the instant case authority will be granted to applicant to continue its operations over such highways in cases where the evidence shows a bona fide operation prior to June 1, 1935, and a continuity of operation since that date, and will include highways used though no actual transportation service was given; and authority will be denied to operate over highways where operations were commenced subsequent to June 1, 1935."

#### Boston Wharf Rates Protested

The rate schedules employed at railroad wharfs in the Port of Boston have created a "chaotic condition," the Boston Port Authority complains in a petition asking the United States Maritime Commission to "condemn the practice and require respondents to enforce just and reasonable regulations and practices."

The protest charges that railroads, acting in concert, have raised a long-standing schedule of rates by 10 per cent. The effect, it is apprehended, will be to drive business from the Port of Boston. With railroad wharf, publicly- and privately-owned terminals all following different schedules, shippers no longer can be certain what wharfage will cost them, it is pointed out.

Respondents in the investigation, instituted by the Maritime Commission on its own motion are the Boston & Albany, Boston & Maine, New York, New Haven & Hartford Railroads, Mystic Terminal Co., operators of the railroad periods; the Department of Public Works of the Commonwealth of Massachusetts, operator of two piers; Piers Operating Co., operator of the Army Base under lease from the Maritime Commission; and Wiggin Terminals, Inc., operator of a private pier used chiefly for lumber.

## Record Attendance at N.F.W.A. Convention

**Mid-Summer Meeting at Grand Beach, Mich., July 9 to 14, One of Real Accomplishment. Winter Meeting Will Be Held at Dallas, Texas, Feb. 7 to 11**

**A** RECORD attendance of 235 and the satisfactory disposal of a fine program marked the mid-summer convention of the National Furniture Warehousemen's Assn. and the Allied Van Lines at the Golfmore Hotel, Grand Beach, Mich., July 9 to 14. Announcement was made that the winter convention will be at Dallas, Texas, Feb. 7 to 11. Selection of a hotel will be made at a later date.

Milo W. Bekins, in his report as president of the N.F.W.A. stressed on the need of building up the storage business, lost because of the disappearance of "sentiment" accounts and competition from apartment house basements, hotels, garages, etc. Mr. Bekins suggested that perhaps "fear" advertising might bring a considerable amount of goods out of basements, etc., and that this advertising should stress the losses that might occur from fires, floods, and other chances for damage.

In the reports from the various divisions, it was brought out that vacant buildings presented a competitive problem as did irresponsible storers. Efforts were being made in regard to vacant buildings to see that they were used for other than household goods storage, and in that regard the members were urged to work together to eliminate this problem.

Last year, the A.V.L. had a 3 1/4 million dollar volume. This hauling branch of the N.F.W.A. has made big strides, and because of its well-knit setup is accomplishing much for the members. Plans are now under way within a certain territory to test out a tractor-semi-trailer plan in a limited way, which it is expected will bring further economies in operation and will work for greatly improved service in long-distance work.

Forrest Cannon, field secretary, pointed out that the members' standing in their communities is greatly enhanced when the public knows that the members belong to the N.F.W.A., and recommended that they accomplish this result through the use of the emblem in their local advertising and on their buildings and equipment. Mr. Cannon also pointed out as a warning that warehousemen are liable for

delay in delivery of goods out of storage when a drayman's strike is in progress, this maintaining when the warehouse receipt did not carry the proviso, "Not responsible for damage or delay due to strikes, riots or civil commotion."

Mr. Cannon also pointed out that in the past few months, customers have been inclined to withhold payment of storage charges, and as a result some operators have been hard put to secure operating funds. In such cases, he pointed out, banks will gladly loan money on assigned "accounts receivable." The use of commission salesmen, according to Mr. Cannon, has not proved very satisfactory, due mainly to the fact that these men are generally over-anxious to secure the business and over-sell the customer on what is possible. This especially has applied to long-distance moving, but in any event has not worked out for the majority of the operators. The N.F.W.A. plans to follow the procedure of other National selling organizations and trade associations and to hold a series of sales training schools in various sections of the country. It is planned to hold 2 or 3 days' sales conferences devoted entirely to the fundamentals and principles of good selling. The members will be notified in advance of these meetings.

Ralph J. Wood, secretary of the N.F.W.A., reported that 11 new members had joined at the summer convention. Since the Santa Barbara winter meeting, 45 new members and reinstated ones have been added.

James J. Barrett, Empire Warehouses, Inc., Chicago, in his report as chairman of the container service committee, stated that containers are proving successful in distances beyond 800 to 1000 miles. He advised that smaller containers than those now used be employed. Most of the bad experiences encountered were in waterway service, a bad labor situation probably being responsible for this. On the whole, however, this problem could be solved materially, it was thought, through proper packing of the articles in the containers. Claims on this score must be reduced and unless they are, con-

tiners may have to go on all-risk insurance.

It was pointed out that the Southern Pacific Railroad is planning to issue first-class rates on unpacked household goods, supplying padding and pick-up and delivery. In this move the railroad is aided by some household goods companies who want the packing business. The feeling is that the rails will eventually take over the packing business themselves, and if this should happen, regardless of how losing a proposition it may prove to the rails, the move will prove a serious one.

On the question of "what liability does a warehouseman assume as to insurance, etc., while goods are in temporary storage?" it was stated that this is not required unless contract says so.

As regards Public Utility Commission regulation of rates and charges, it was the opinion that when such regulation was enforced it proved most satisfactory.

It was generally conceded that the warehousemen should combat any move on the part of motor freight operators to include in their general commodity classifications, ratings for household goods not packed. This would provide all general commodity carriers having class rates subject to such classification, 100-weight rates for household goods not packed.

J. L. Wilkinson, in his report as president of the A.V.L., stated that the volume of business had increased continuously each year. W. H. Collin, general manager of the A.V.L., reported a 14 per cent increase in loads registered and a 20 per cent increase in revenue. Due to the fine over-the-road experience and the consequent low insurance claims, Mr. Collin stated that there was every promise of lower insurance rates. He also stated that as a result of a fact-finding investigation, it was found that fully 90 per cent of the service reports were favorable and complimentary.

W. W. Coe of the A.V.L., reported that the U. S. Government will spend between \$5,000,000 and \$7,000,000 annually in the over-the-road removal of office effects

(Continued on page 78)

# PUBLIC WAREHOUSE FILLS NEED OF A



Top—One of the Red Circle products, Pulvex Flea and Lice Powder. Side—Henure is packed in waxed paper-lined, odor and sift-proof burlap bags. Bottom—Peat Moss is shipped in burlap bags.



**Companies Find It More Profitable and Convenient to Use Warehouses in Certain Sections Than to Stock in Quantities with Middlemen. Few Losses on Account of Credit Risks.**

IT seems strange that many executives whose duties include the handling of shipments and the directing of the traffic for the sectional or national distribution of their firm's products, still fail to recognize the advantages that the public warehouse has to offer by way of a channel of distribution. It may be that, because the product has but a seasonal distribution, it is felt that warehouse space would be too great an expense, or the stand may be taken that the volume of business would not warrant the carrying of spot stocks where the business is confined, in large measure, to one section or group of states. They may argue that, at best, space in but one warehouse could be used, and so they continue to ship l.c.l. to some jobber or a branch agency.

This condition was the one faced

by Atkins & Durbrow, Inc., New York City, importers for the last 50 years of peat moss from Holland and Germany, and the first concern in this country to introduce peat moss to its people and to educate the public on the use and advantages of this product in soil building and in its other uses. When Atkins & Dubrow found that their sales had been developed to the extent that considerable quantities were being shipped to the middle west, warehouse space was leased in Chicago in order to have available stock at all times for quick delivery. Finally, however, it became necessary to open a branch office in Chicago, and space was contracted for in the Midland Warehouses, Inc., and an office arranged for in the same building. John Mecking was made manager of the branch office.

Here the company has a pleasant office suite with all the conveniences to be desired, while the stock is handy in the cool basement of this five-story sprinklered building. Stocks are shipped from the east

in carload lots, the cars being spotted on a private siding served by the Chicago Junction Railway. Two to four carloads first arrive in the spring, and an estimated carload is kept in the warehouse at all times. The products being in heavy paper and burlap bags and burlap bales, do not require any special handling or conditions, other than ordinary care and storage in a cool dry place. After storage, any handling for reshipment is done by warehouse employees. A daily report is issued by the warehouse on its own blanks for all shipments inbound and outbound.

The territory served by this stock reaches into the states of Wisconsin, Michigan, Illinois, and Indiana, being sold at retail by hardware stores, feed dealers, and those selling garden supplies and equipment. Shipment from the warehouse, in this territory, is made direct to customers by motor truck or by rail freight.

The company works closely with experimental stations and research departments of various universities. Poultry farmers, hatcheries, and owners of registered dairy herds are customers of Atkins &

### Outbound report used at warehouse

# OF AN EXPORTER AND AN IMPORTER

Durbrow. Many of the well-known racing stables also use this company's peat moss for horse bedding.

Peat moss is imported in bales 39 by 23½ by 23 in. in size and weighing from 150 to 165 lbs. Some of this is reshipped immediately and little handling is therefore required. Some of the company's other products are marketed in differently sized packages—20-bu. bales and 10-bu. bags. Henure, a peat moss previously used for poultry bedding and therefore impregnated with poultry droppings and dehydrated, and Sorbex, a specially prepared peat moss—finely ground—for golf courses, and used for maintaining the greens in perfect condition, are other products of this company. While some of the products may appear to be rather bulky, they readily lend themselves to warehouse storage.

To the uninitiated, peat moss is just peat moss, though there are various kinds. Those of the better quality are formed by the growth and decay of mosses and aquatic plants in and along the shores of fresh water lakes. They are light brown in color, of a porous consistency, like millions of tiny

sponges, and are absorbent and retentive of moisture. The products of Atkins & Durbrow, being in the dehydrated form, are free from any odor, regardless of how the names may sound to the ear, and are therefore easily handled and easily stored.

There are other manufacturers, makers of certain products that can be stocked in quantity by middlemen, but who find it convenient and profitable to use warehouses in certain sections. One such manufacturer is a maker of a certain type of cements. This company has used public warehouses in some parts of the country for more than 15 yrs. and finds that they have done a good job. No inconvenience of any kind, as to loss of time or mistakes have been experienced, and no losses on account of credit risks—all due, so the company feels, to the fact that responsible firms are selected.

Another concern, William Cooper and Nephews, Inc., of Chicago, manufacturing chemists, has found the carrying of spot stocks in public warehouses at certain points helpful in the distribution of its "Red Circle Products"—Pulvex Flea and Lice Powder, Gusanal, Cattle Dip, Screw Worm Killer, Pulvex Dog Soap, Derrax, Pine Oil Disinfectant, and several others.

The firm was established back in the 80's, making a sheep dip and cattle dip, two preparations sold extensively through the sheep and cattle country.

Red Circle products are sold through the jobbing trade to veterinarians and drug stores in some localities and to hardware and general stores in other sections. Some of the products, such as the preparations for use on dogs and cats, are sold generally in all territories. Other preparations, such as the cattle dip, for instance, find their outlet principally in the cattle country of the southwest.

The company is at present carrying spot stocks in the following public warehouses:

Manning Warehouse Co., Portland, Ore.

San Francisco Warehouse Co.,  
San Francisco.

Union Terminal Warehouse, Los Angeles.

Binyon-O'Keefe Fireproof Storage Co., Fort Worth.

Merchants Transfer & Storage  
Co., San Antonio.

Dietrich & Wiltz, Inc., New Orleans.

### Lee Terminal, Tampa.

All warehouses are served from the plant in Chicago, shipments to the Pacific Coast going in carlots—an average of some 40,000 lbs.—to the port of New Orleans, for transhipment on coastwise steamers through the Panama Canal to the three ports of Los Angeles, San Francisco, and Portland. While the cost of routing shipments through the canal to the Pacific Coast points is less than l.c.l. shipments would be from the plant, the difference is eaten up in handling charges and the cost of warehousing. The company, nevertheless, is satisfied that customers are served far better and more promptly through the maintenance of these warehouse stocks.

Some foreign shipments are made from the Chicago plant, but much of the foreign business is cared for by foreign plants located in Berkamsted, England; Glasgow, Scotland; Montevideo, Uruguay; and Sidney, Australia.

Salesmen calling on the jobbers in their respective territories and making connections with new accounts notify them of the warehouse serving the territory, and also notify the warehouse of the  
*(Concluded on page 87)*

(Concluded on page 87)



### World's Biggest Check Written by Sprigg

*Editor's Note.* John Hix in his "Strange As It Seems" column, credited Rodney S. Sprigg, president of the Rodney S. Sprigg Co., Hollywood, Cal., with writing and cashing the world's biggest check. Mr. Sprigg herewith outlines the circumstances surrounding the event.

**W**E have here in Hollywood a service club known as the Cahuenga Club. It is the oldest group of its kind in Hollywood; there are only fifteen members; it is unique in that it has no rules and regulations, and any member is privileged to bring as many guests as often as he wants; we have no program; and by a matter of precedent when a man is absent he is elected to the presidency. If and when we find another absentee he is immediately made treasurer. It so happens that Mr. Brunsweiler, a chap of considerable means, was elected treasurer under these conditions.

In order to keep alive the splendid traditions of the organization, the rest of the fellows all got their heads together and agreed that no one would pay any dues. The dues, of course, take care of our luncheons. This



went along for several months until our treasurer voiced mild objections as to the methods used in running up his personal expense account.

We, therefore, started paying our dues in various forms. One fellow brought in a bag of pennies. Another chap brought his in the form of foreign currency. Another chap brought his in the form of foreign currency. Still another took a two by twelve plank and fastened his dues on to the plank in the form of nickels and with the aid of nails. Then another wrote a check that was less than  $\frac{1}{2}$  in. long and less than  $\frac{1}{4}$  in. wide, the writing thereon having to be deciphered with a magnifying glass. I took a piece of kraft paper from

the warehouse and had a check made, 4 by 10 ft., and presented that in payment of my dues.

All of these various items were submitted to the bank and accepted by the bank in deposit to the account of the Cahuenga Club.

Some 3 weeks later while in San Diego I saw one of Ripley's articles, "Believe It Or Not," and in that it had the largest check ever issued, 3 by 10 ft. Seeing that particular item, recalled to mind the check that I had issued in payment of my dues at the Cahuenga Club. So, on my return to Hollywood, I mentioned it to Mr. Hix, whom I know, and he said he would be very happy to have the item, check it, verify it, and run same if found to be accurate. My check cleared the bank 3 weeks before the Ripley cartoon was issued, consequently Hix ran it as being an even larger check than Ripley's."—Rodney S. Sprigg.

### Who Makes Cold Storage Lockers for Meat, etc.?

**I**N your publication you give cold storage and frozen food considerable space but I fail to see any of the makers of equipment mentioned, or their advertising.

We are interested in equipment for locker storage for meat and fast freezing for meat and vegetables, chickens, fish, etc.

If you have such information in your office, will you please write us.—A. J. Beck, Dakota Warehouse Co., Watertown, S. D.

### Canned Food Broker Likes Help Gotten from DandW

**Y**OUR publication has been found to be an interesting one, filled with knowledge which is essential to the warehousing business as well as the users of this public service.

As this publication is not obtainable in this vicinity, our subscription starting with the January issue of 1938 with copies also of the months following up to the present time is herewith entered.—H. M. Sherman, Warehouse Stock Dept., Phillips Sales Co., Cambridge, Md.

### Does Anyone Need This Man?

**I** RECENTLY received a letter from our correspondent in Brussels, Mr. Menkes, enclosing a letter from a young Austrian banished from Vienna, who

would like to get a job in this country. Mr. Menkes speaks very highly of this young man, saying:

"He is a young man who has been very well brought up and who is considered as quite gifted. He is thoroughly prepared for fulfilling any task in an important forwarding company and could thus render some very good service."

The letter of Otto Weihs, the young man himself, excellently typewritten, and showing a complete command of English, follows:

On the recommendation of "La Continentale Menkes," Brussels, I beg to state:

I was formerly employed in Vienna at the "Zoll-Speditions-und Schiffahrtszeitung", a very well-known periodical of Transport and Furniture Removers Branch, the editor of which is my mother. Later in Vienna and Brussels I worked with forwarding agents to increase my knowledge in transport branch. Owing to the recent political events in Austria I am no longer able to work there and cannot obtain a permanent working permission in Belgium.

I am 21 yrs. old. Besides my knowledge of languages (I speak fluent German, English and French, a little Italian and am now learning Spanish and Dutch, which I already understand quite well), I am well acquainted with the transport, forwarding and removal business and have connections with several European firms. I am thoroughly versed, through my studies at the Vienna Academy of Commerce with all business matters (bookkeeping, correspondence in three languages, European transport regulations, advertising, organization, etc.).

If you require any further information about me please apply to the addresses following:

La Continentale Menkes, 125 Chee, d'Anvers, Brussels, Belgium; Zoll-Speditions-und Schiffahrtszeitung, VI, Linke Wienzeile, 64, Vienna; and Adolf Blum und Popper Akt. Ges., 1, Zelinkagasse 2, Vienna.

Our staff is full, but it occurred to me that you might be willing to print this communication under the circumstances, as there may be some among your readers who could make use of this young man.—C. A. Aspinwall, president, Security Storage Co., Washington, D. C.

### Pettengill Bill Change Would Help at New Orleans

ON the editorial page of DandW for June, a statement is made concerning the Pettengill Bill.

You state that the railroads made this fight for rate making privileges said to be harmful and destructive to motor transportation and harmful to inland warehouses.

The writer gets the impression from this editorial comment that the policy of DandW is against the railroads and in favor of the waterways and motor trucking. This writer has made some study of the effects of Section Four of the Interstate Commerce Act which the Pettengill Bill was aimed to correct; and cannot see how the Pettengill Bill could be harmful to inland warehouses when its object is to enable railroads to make rates to more distant points without disturbing the rates at intermediate points.

It seems no more than right to give the railroads an opportunity to meet their competition just as you would prefer, no doubt, for the waterways and long distance truckers to have an opportunity to meet their competition. Inasmuch as your magazine is devoted in part to distribution service and without the railroads distribution service would be almost entirely paralyzed, I think that a little meditation will show that the railroads are deserving of fair play.

The railroads are run by human beings just as the

waterways and motor trucks are operated by human beings, subject to the same limitations that are inherent in all of us.

Now you talk about the Pettengill Bill being harmful to inland warehouses. What effect, do you suppose that motor trucks have made on these same warehouses, not only as regards their local trucking operations, but also as regards their storage operations?

Fair play is a jewel, but the railroads so far do not seem to have much opportunity to get fair play. I am referring particularly to the Panama Canal Act which allows everybody to use the Canal except the railroad-owned ships, although the railroads pay taxes like everybody else in one shape or another. They certainly are paying taxes towards the purchase cost and upkeep of the Canal.

This writer has nothing against waterways and motor trucks, *per se*, but he gets peeved and disturbed when he sees such articles you have in DandW on the Pettengill Bill.

As far as the writer's home town of New Orleans is concerned, it has lost plenty of business through operation of Section Four of the Interstate Commerce Act, and therefore I would be glad to see a change made by the Pettengill Bill that would give the City of New Orleans and the Port of New Orleans a chance to regain some of its lost traffic.—R. W. Dietrich, president, Dietrich & Wiltz, Inc., New Orleans, La.

The record abundantly supports the editorial assertions in "The Pettengill Bill," appearing at Page 5 of the June edition.

We assume the only paragraph to which anyone might take exception might be this:

"Thus, the fight by railroads for rate-making privileges that have been described as destructive to motor transporting and harmful to inland warehousemen, is headed for the same fate it has met biennially since it was first launched in the early 1920's."

The forecast therein made was most certainly borne out: the bill not only failed to pass; it was not even taken up for action by the Senate—that body flatly refused to extend to it the courtesy of debate. In fact, its prospects for passage are less bright today as Congress leaves Washington than they have been for nearly two decades. The hearings brought together various opposing groups and assembled argument in convenient form in the printed hearings to which reference can readily be made if it is reintroduced next year. And, on top of that, Representative Samuel B. Pettengill, the moving force behind the campaign, has retired from Congress, leaving no one to carry the torch.

The DandW editorial necessarily drew upon available, official facts. With what we regard to be commendable fairness in this controversial issue, it stated the fight for rates "that have been described as destructive of motor transporting, etc., etc."

There is no trade association in the United States better qualified to speak for the trucking industry than American Trucking Associations, Inc. We think that will be conceded. And at Page 258 of the printed House hearings, Edward S. Brashears, general counsel for A.T.A. states: ". . . that does not mean that you should give them (the railroads) a dirk with which to kill the trucking industry; and it does not mean that they (the railroads) should be furnished with differentials with which they can attack us by a barrage for the purpose of absorbing the trucks."

And, again, at Page 261, Mr. Brashears says: "I just want to say to you that the trucking industry feels that this bill presages an Armageddon. We do not

(Continued on page 87)

# MATERIALS HANDLING FORUM

Conducted by

MATTHEW W. POTTS

**T**HE FORUM will provide a place where the manufacturer or the user may set forth opinions regarding materials handling equipment and methods now in use or contemplated. If you have a problem on which you desire assistance—write the Forum. Questions regarding the best type of equipment for handling specific commodities are pertinent; as are questions regarding the adaptability of various types of equipment for a specific problem or installation.

## Difficulty in Loading with Conveyor

A MANUFACTURER'S distributing warehouse presented the accompanying layout sketch to the FORUM, with the following letter, but requested that its name should not be published, because it was not quite ready to interview salesmen regarding any proposed solution which the FORUM might have to offer. In installations of this kind, slight revisions or change in layout frequent effect savings in labor or time. We therefore feel that this problem is worthy of publication.

"We are enclosing herewith a sketch showing the layout of our packing and shipping departments on the second floor of the warehouse.

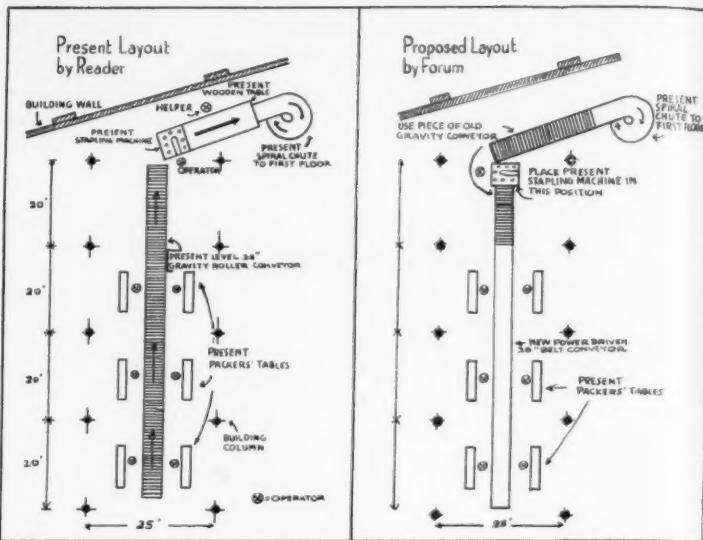
"At the present time, we have six packers located as shown, three on each side of a gravity conveyor. The gravity conveyor feeds to a carton stapling machine, and we have two men at this point, one for stapling and one for pushing the completed cartons across the present wooden table to the present spiral chute, which lowers them to the shipping and consolidation room on the first floor.

"With the conveyor level, as shown in the sketch, the men have to push the packages along to the stapling machine, or the machine operator has to walk along the conveyor, and push the packages down to the machine.

"If the gravity conveyor is placed on an incline, so as to transport the packages without pushing, then the end of the gravity conveyor at the first packer's tables is so high that these packers have difficulty in loading the conveyor.

"During the rush periods, this system is not efficient, and we feel that there might be some way to improve the system, without a large initial investment.

"Can you give us any assistance from this description?"



A reader complained that production was slowed up during the rush period and desired a solution to the problem through a change in layout. The illustrations above present a before-and-after comparison of layouts to indicate what changes would be necessary in order to accomplish the desired results.

**Reply**—Your sketch clearly indicates the physical layout of equipment. In working from this meager description all we can hope to do is suggest things which will possibly improve your system, it of course being necessary for you to check details.

I believe that the slowing up of the system in rush periods is due partly to the gravity conveyor being level, partly to the angle of location on the stapling machine, and the use of a wooden table between the stapling machine and the spiral chute, which, by the way, I assume is the reason for the need of a helper at this point.

One solution would be to turn the stapling machine in the position shown in the proposed layout, and then just add a simple piece of gravity conveyor from the stapling machine to the spiral chute, thus eliminating the need of a helper at this point.

However, this would not relieve the congestion which evidently occurs between the packers and the stapling machine due to the necessity of the packers leaving their work in order to move the finished packages out of their way.

I would therefore suggest that at this point, a 26-ft. flat belt conveyor, at the proper height, be installed, so that when the packers put the finished packages on this belt, they will be immediately transported towards the stapling machine.

This belt should be high enough so that the men will not have to lift nor stoop in putting the pack-

ages on the belt, and it should be at a height so that a short section, at least 10 ft. of gravity conveyor, can be placed at the end of the belt, and the stapling machine, to permit accumulation of packages ahead of the machine operator, without building up pressure which would tend to push the packages on to his machine table.

By turning the stapling machine at the angle shown in the proposed layout, the cases would feed to the side of the stapling machine, where they could easily be fed to the machine table, stapled, and then easily pushed off on to the section of gravity conveyor which is running at a slight angle over to the spiral chute.

I would estimate that the cost of this belt conveyor and re-arrangement of the machinery would not exceed \$1,000.00, including the installation and electric wiring.

You do not state where your marking and weighing takes place, but this might easily be installed in the section of gravity conveyor between the stapling machine and the spiral chute.

By using the power conveyor and gravity conveyor, as shown in the proposed layout, there should be no congestion and the handling should be materially speeded up, and your cost reduced.

## EDITOR'S NOTE

On inquiries of this type, the FORUM is able to give the name of manufacturers of equipment recommended.



### Steel Turns to Water

LAST month steel price reductions and corresponding rate-basing point changes makes the famous Pittsburgh-plus pass into history. Now its Birmingham, Baltimore, Buffalo, Cleveland, Chicago and Gary,—all plus or basic, with a \$2. Detroit differential and Youngstown still to make up her mind.

An observer predicts that a price war similar to that of around 1895 will take place, or at the time that steel was beginning to replace iron in a serious way.

It is stated that the Youngstown district may suffer keenly from the revised method of quoting prices since it will have to absorb freight charges more heavily than other districts. One authority states that the Youngstown mills will have to work at 70 per cent of capacity to show profits whereas 45 to 50 per cent is usually the deadline in the steel industry.

Another handicap for the Youngstown district is that it does not have the advantage of water transportation of other companies which is particularly valuable in the assembling of bulky raw materials, such as ore, coal, limestone. One steel executive of the district stated "The future of the district just now looks very black."

Steel plants with water transportation facilities are sitting pretty under the circumstances.

### U. K. Whiskey Contract

OFFICIAL details of the new contract arrangement to be made effective on whiskey from Great Britain and Northern Ireland to North Atlantic ports is outlined herewith. The contract rates became effective July 1 and will apply for a period of 3 yrs. through to June 30, 1941. Thereafter it will be self-renewing, year to year, unless either the ocean lines or the shipper give notice not later than March 31, 1941, of intention to terminate the arrangement.

The contract establishes a basic rate of 55 shillings per 40 cu. ft. It calls for 98 per cent of the whiskey traffic of each shipper or consignee but it provides that "no penalty shall attach to the contractor if the ultimate purchaser stipulates the merchandise be shipped via non-conference lines." In the event that a contractor fails to maintain the agreement, it is stipulated a penalty of 10 shillings per 40 cu. ft. will be applied on all shipments handled in the six months prior to the date of violation.

Another interesting provision of the new contract is that in the event foreign exchange advances or declines more than 10 per cent from \$5 to the pound a modification of the contract rate shall be negotiated and should such negotiations fail the matter will be submitted to the American Arbitration Assn. whose decision will be accepted as final.

Details of the contract rates involved in the agreement follow: Glasgow, Liverpool, London, Southampton, Belfast to Boston, New York, Philadelphia, Baltimore or Hampton Rds., 55 shillings.

Through or optional bills of lading from Glasgow, Liverpool, London, Southampton or Belfast via New York to Pacific Coast ports, 65 shillings.

Through rate from Dundee via all ports by rail, except Leith, to Boston, New York, Philadelphia, Baltimore or Hampton Rds., 62 shillings, 6 pence.

Through rate from Dundee via Leith by rail or via other ports by water to Boston, New York, Philadelphia, Baltimore or Hampton Rds., 60 shillings.

Through rate from Belfast via customary U.K. or Scottish ports to Boston, New York, Philadelphia, Baltimore or Hampton Rds., 67s 6d.

London via Southampton to Boston, New York, Philadelphia, Baltimore or Hampton Rds., 72s 6d.

The above rates are based on shipments in wooden cases. Where shipments are made in fibreboard cases the rates will be 10 shillings per measurement ton additional.

### Coal Barge Shipments to Increase

MOVEMENT of coal by barge on the Illinois river promises to rise sharply this year. It is likely to go from a few hundred tons to more than 1,000,000 tons by the close of 1938, and may exceed 2,000,000 tons next year. This means displacement of rail and truck shipments.

Coal companies taking advantage of the river transportation facilities are increasing. The latest is the United Electric Coal Companies, Chicago, on its new strip mine at Dunfermline in northern Illinois.

The United Electric and the Marquette Cement Mfg. Co., Chicago, are spending nearly three quarters of a million dollars jointly on river coal transportation for the coming fall and winter.

The coal company's share is approximately \$300,000  
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# WE'VE HEARD THAT—

## Sometimes One Can Be Too Obliging and Lose a Job

Mr. Traffic Manager, draw your own conclusions from the following:

At a time when his company was enjoying prosperity and the company officials felt free to spend their money on trips hither and yon, the traffic manager devoted most of his time, at least it seemed so, in impressing his superiors with an excellent "tour bureau service," one that laid out trips, purchased tickets, attended to baggage, etc. A bang-up job was done, so well in fact, that the officials probably forgot entirely that traffic managers were hired for anything else than this kind of service.

Later on, in fact, only recently, these same officials were forced to cut out expensive traveling and to also seek reductions in their office ranks. One of the first to walk the plank was their obliging traffic manager. "Why, de don't need him anymore. All he did for us is no longer needed," said one of them without hesitancy.

Eventually, of course, these same officials found that they needed a traffic manager. But they had forgotten the one they had fired and employed someone else. There are many conclusions that can be drawn from this story, but the outstanding one is namely, when you want to make an impression, make sure that what you do has real substance and merit.

## First Sit-Down Employer Will Move From Detroit

Walter L. Fry, owner of Fry Products, Inc., Detroit, who staged the first employer sit-down strike, has decided to move most of his \$1,000,000 business to what he hopes will be a more profitable location. Mr. Fry has arranged with a firm in Columbus, Ga., for facilities to manufacture the automobile seat covers which his company has produced in Detroit. He states that the company made a profit of 1 cent on each manufactured unit last year and "we could not continue operating here at the high rate without going broke." "The only possible solution," he continued, "was to manufacture elsewhere where wages are more in line with those of our competitors."

Headquarters and minor divisions would be continued in Detroit, with between 50 and 100 of the normal 350 employees retained.

When members of the C.I.O., employed by Fry Products, Inc., started a sit-down strike in Feb., 1937, Mr.

Fry sat down in his office and announced he would not seek any more business until the workers returned to their jobs. A compromise ended the deadlock after 96 hrs.

Mr. Fry said: "There is not an alphabetical agency to help the business man, and labor received, in one way or another \$1.68 out of every \$2 worth of seat covers" his concern manufactured last year. He added that "in 1937 we had a gross business of \$1,317,000, from which we eked out approximately \$5,000 profit to be divided among the stockholders, only 1 cent profit per manufactured unit. He further stated that his company would complete the current manufacturing year in Detroit, and start operations in Georgia in October or November.

## Heavy Carryover by Cal. Canners

As compiled by the Canners' League of California, canned fruit inventory at the close of the 1937-1938 selling season June 1 left carryover of all items at 10,437,154 cases, against only 2,777,565 for the previous year. This represents both unsold and sold but unshipped supply. Unsold supply of all fruits was 9,056,955 cases, against 1,736,576. The major item is peaches.

In the face of heavy carryover, forward prospect of the market is helped somewhat by the estimate of the Federal-State Crop Reporting Service that the 1938 cling peach yield will be down 20 per cent from 1937, apricot yield down 33 per cent and freestone peach yield down about 3 per cent.

California shipments of all canned fruits for 12 mos. ended June 1 were 17,513,997 cases, against 20,854,394 the year previous.

## Just Why Do We Worry?

There are only two reasons for worry. You are either successful or you are not successful. If you are successful, there is nothing to worry about; if you are not successful there are only two things to worry about. Your health is either good or you are sick. If your health is good there is nothing to worry about; if you are sick there are again only two things to worry about. You are either going to get well or you are going to die. If you are going to get well there is nothing to worry about; if you are going to die there are again only two things to worry about. You are either going to Heaven or you are going to Hell. If you are going to Heaven there is nothing to worry about; if you are going to Hell, you will be so jolly busy shaking hands with your old friends that you won't have time to worry at all.

## Coffee Consumption

Consumption of coffee in the United States during the last 12 mos. equaled 12.6 lbs. for each man, woman and child, compared with world consumption of 1.6 lbs. per capita.

## Mexican Rail Rates Increased

Mexican rail rates have been increased from 5 to 20 per cent on many articles, the government giving approval on June 16.

## Castor Beans as Cash Crop

Experiments will be made to determine the practicability of growing castor plants on a commercial scale. The Agricultural Chemical Assn. has enlisted farmers in 32 states in the plan. The U. S. consumes 84,000,000 lbs. of castor oil annually. All of it is imported. At the present price of 3.5 cents a pound, 400 lbs. of beans would bring the farmer \$14 an acre.

### Changes in Personnel

Nels Goeson, operating executive, Dakota Transfer & Storage Co., Minot, N. D., has been elected president of the Northwest Truck and Bus Assn.

J. F. G. Breen has been appointed assistant sales manager of the Scott & Bowne Vitamin Corp., Bloomfield, N. J.

K. S. Grenewald has been appointed eastern Oklahoma sales representative for Lever Brothers, Cambridge, Mass., Headquarters are in Tulsa.

W. F. Kroneman, Brooklyn, N. Y., has been appointed director of sales for petroleum and white mineral oils manufactured by the Pennsylvania Oil Products Refining Co., Warren, Pa.

J. L. Baker, sales manager, has been promoted to vice-president and R. T. Baker, traffic manager, to vice-president in charge of plant operations of Universal Mills, Inc., Ft. Worth.

F. G. Tiedemann has been appointed manager of the Detroit office of Canada Dry Ginger Ale, Inc.

Herbert T. Short, controller of Bekins Van and Storage Co., Los Angeles, Cal., has become president of the Los Angeles Control of the Controllers' Institute of America.

C. M. Kuhns has been appointed sales manager of the Cleveland district of the Otis Steel Co. In 1935 he became affiliated with the company as Milwaukee district sales manager, and was transferred to Cleveland early in 1938 so that he might become more familiar with the facilities of the Otis plant.

Frank A. Horne, president of the Merchants Refrigerating Co., New York City, has been elected a vice-president of the East River Savings Bank. He has been a member of the board of trustees since 1917.

Roy A. Eldridge has been appointed traffic manager for the Republic Steel Corp. at Cleveland to succeed J. A. Lindsay, Jr., who resigned. H. D. Rhodehouse is general traffic manager.

John Knox has become assistant to his father, James Knox, vice-president and general manager of the Charles B. Knox Gelatine Co., Inc.

Howard O. Frye has been promoted from bulk sales manager to the newly created post of general sales manager of Walter Baker & Co., Inc. He will coordinate the activities of the grocery, confectionery and bulk departments. Joseph C. Headley has been appointed his general assistant. John Henry, formerly assistant sales manager of the bulk division, succeeds Mr. Frye as bulk sales manager, with Elmer Derby as his assistant.

F. S. Hollands has been appointed acting traffic manager for the Standard Oil Co. of Indiana, at Chicago.

### Wise Heads Yorke Terminal

The Yorke Terminal Warehouse, Inc., with general offices at 1155 Manhattan Ave., Brooklyn, N. Y., and New York City headquarters at 80 Wall St., announces the following personnel: Paul T. Wise, president; E. Stevens Wise, vice-president; and D. J. White, treasurer. George W. Green, formerly general manager, is no longer connected with the company.

### Porter Leaves Industry to Join T. & P. Railway

L. C. Porter's 21 yrs. of service with the Texas & Pacific Railway has gained him a much-deserved promotion to the position of assistant to J. L. Lancaster, president of the railroad. He assumed his new duties on July 1.

Mr. Porter came to Fort Worth in 1931 as general manager of the T & P Terminal Warehouse Co. Since 1933 he has been one of the leaders in the merchandise warehousing industry of the Southwest, having been a member of the Southwest Warehouse and Transfermen's Assn. In 1935 he was elected by the industry to the Merchandise Warehousing Code Authority to represent his section. In October, 1937, at the Houston convention, he was elected as second vice-president of the Southwest association.

His new position has forced him to sever his official connection with the warehousing industry, but he voices his desire to be able to continue the many friendships which he has made and to be able to attend the meetings from time to time. He will have his office for the time being at New Orleans, but expects in the near future to establish another office at Dallas, after which he will commute between the two offices.

James A. McCaul, who has been general agent for the Texas & Pacific at Fort Worth for several years, has been named to succeed L. C. Porter as manager of the T & P Terminal Warehouse.

Mr. McCaul became chief clerk in the general agent's office, traveling freight agent, general agent at Paris, Texas, and general agent at Amarillo. He was named general agent at Fort Worth while he was serving at Amarillo.

### Andrew W. MacElveny

ANDREW W. MACELVENY, traffic manager of the Schenley Distillers Corp., died July 7 at his home at Jackson Heights, Queens Co., New York. He had been in charge of Schenley's nation-wide transportation since the advent of repeal. Mr. MacElveny had been ill 5 mos. He was 52 yrs. old.

Mr. MacElveny was born in Winnipeg, Manitoba. He attended St. John's College and began his career in rail work at 17. In 1908 he was the youngest division rail superintendent in the United States, being with the St. Louis-San Francisco line. In this position, which he held until 1918, stationed at Enid, Okla., he took part in the development of transportation facilities in connection with the Oklahoma oil boom.

From 1918 to 1920, he was manager of industrial relations at the Hog Island Shipyards, near Philadelphia, in charge of a payroll in excess of \$1,000,000 a week.

During the next 8 yrs., he was vice-president of the International Products Corp. From 1929 to 1931 he was in charge of a survey of sales and salesmen for the American Machinery and Foundry Co. In 1933 he joined Schenley's as general traffic manager.

Mr. MacElveny was a Shriner, a 32nd degree Mason and a member of many large traffic clubs, including the New York and the Associated Traffic Clubs.

Surviving are his widow, a daughter, Kathryn, and a son, Walter.

Edward Gusky, formerly assistant traffic manager, has succeeded Mr. MacElveny. Mr. Gusky was born in McKeesport, Pa., in 1900, and through his appointment at 38 he becomes one of the youngest general traffic managers in the United States.

## FACTORIES ON THE MOVE

**SIMONDS SAW AND STEEL CO.**, with plants at Fitchburg, Mass. and Chicago, will combine these into one plant at Fitchburg, moving for which will require from 8 to 12 mos. The new plant was built in 1931 but not occupied because of the depression. It is the largest and most modern plant of its kind, occupying 5 acres and entirely on one floor. It is also air conditioned and is windowless to eliminate noise and to obtain better temperature conditions. There are no partitions whatever. The plant at Chicago makes band saws and crosscut saws, and the two plants in Fitchburg make saws and knives and files and hack saws.

• • •  
**Illuminating Products of California** is planning to move its main plant from Chicago to Los Angeles, Cal. Incorporation under the laws of California, with capitalization of \$50,000 and construction of a Los Angeles plant to employ about 75 men, are in the program of expansion, according to E. W. Roelle, head of the company. The company manufactures electrical displays, especially neonized glassware for novelty use at bars.

• • •  
**Taggart Corp.**, Carthage, N. Y., manufacturer of kraft and other paper stocks, has let general contract for one-story addition for storage and distribution. Cost over \$60,000 with equipment. Main offices are at 230 Park Ave., New York.

• • •  
**Rio Grande Valley Citrus Exchange**, Edinburg, Tex., D. C. Abney, president, plans one-story plant for production of fertilizer, using citrus fruit waste. A dehydrating plant will be installed. Cost close to \$75,000 with equipment.

• • •  
**Pisgah Forest**, N. C., will have a cigarette paper manufacturing plant, with an estimated investment of \$2,500,000 for the first unit.

• • •  
**Spreckles Sugar Co. of California** has tentative plans to build a large beet sugar factory near Edinburg, Tex., provided the experiments in growing sugar beets which have been conducted during the last several months in the lower Rio Grande Valley prove successful.

• • •  
**Kroder Reubel Co., Inc.**, 108 Meeker Ave., Brooklyn, manufacturer of metal fixtures, hardware specialties, etc., has filed plans for new three-story plant at 77-81 Herbert St. Cost over \$75,000 with equipment.

• • •  
**Industrial Rayon Corp.**, West 98th St. and Walford Ave., Cleveland, is arranging new bond issue of \$7,500,000, part of proceeds to be used for new mill at Painesville, Ohio, now in course of erection, including power house, machine shop, pumping plant and other structures to represent a total investment of \$11,500,000.

• • •  
**Chicago Molded Products Corp.**, 2145 West Walnut St., Chicago, manufacturer of plastic products, has let general contract for new one-story plant on Kolmar Ave. Cost close to \$225,000 with equipment.

**Cave Springs, Ga.**, has about completed negotiations for a high-test paper plant, with an investment of \$6,000,000.

• • •  
**B. S. Pearsall Butter Co.**, Elgin, Ill., has appointed Frank Presbrey Co. to handle the advertising for Algood and Elgin oleomargarine. A 13-week comic strip campaign has been released to newspapers in the Middle West.

• • •  
**General Electric Co.**, Schenectady, N. Y., through its subsidiary, General Electric Realty Corp., same address, has asked bids on general contract for new factory branch, storage and distributing, and service building at Minneapolis, consisting of two-story and basement unit, with one-story structure adjoining. Cost close to \$300,000 with equipment. Minneapolis offices of company are in National Soo Line Bldg. E. M. Pinkerton is local manager.

• • •  
**General Steel Products Corp.**, 285 Locust Ave., New York, manufacturer of metal cabinets, metal shelving etc., has leased one-story building at 19-19 Twenty-fourth Ave., Long Island City, N. Y., totaling 22,000 sq. ft. of floor space, and will remove present works to new location and increase capacity.

• • •  
**American Cyanamid & Chemical Corp.**, 30 Rockefeller Plaza, New York, industrial chemicals, has purchased tract at Savannah, Ga., for new branch plant for production of heavy chemicals, sulphate of alumina and allied specialties. Cost over \$500,000 with equipment. This acquisition follows recent purchase of land at Mobile, Ala., for similar purpose, noted in these columns in July.

• • •  
**Farmers' Co-Operative Association**, Hampton Township, near Essexville, Mich., has purchased site for new packing and canning plant, for which plans will be drawn soon. Cost about \$40,000 with equipment.

• • •  
**Pure Oil Co.**, 35 East Wacker Drive, Chicago, plans new bulk oil storage and distributing plant at La Crosse, Wis., with frontage on La Crosse River for handling tankers. It will comprise several one-story units, pumping station, steel storage tanks, motor truck service and garage building. Cost over \$85,000 with equipment.

• • •  
**Industrial Realty Co.**, Fort Atkinson, Wis., has placed general contract for factory, one-story sawtooth type and office, to cost \$60,000, for occupancy under lease by Moe Bros. Mfg. Co., 319 E. Clybourn St., Milwaukee, manufacturer of electric lighting fixtures. The Moe Co. will move to Fort Atkinson about Sept. 1.

• • •  
**Florida Coast Seafood Corp.**, Apalachicola, Fla., packer and canner, plans one-story addition, with installation of quick-freezing machinery and other equipment. Cost about \$40,000. H. E. Goodenow is general manager.

(Concluded on page 92)

# .... the parade of NEW PRODUCTS

GEORGE A. MENDES & CO., Buffalo, N. Y., brokerage concern at 43 Niagara St., has been appointed broker in the western New York area for the products of the College Inn Products Co., Chicago.

Old Fort Mills, Inc., Marion, Ohio, soy bean processing and feed grinding plant, will double its capacity and will spend \$100,000 for same.

Fresh Orange Juice Co., Inc., Dallas, Tex., has been organized with R. D. Suddarth, F. M. Davis and T. R. Davis as incorporators.

Armstrong Cork Co., Lancaster, Pa., has purchased Whitall-Tatum Co., Millville, N. J. Whitall-Tatum plants at Millville and Keyport, N. J., will continue under the same management. Sales forces will be combined, but no major change in policy is contemplated.

Mills Novelty Co., 4110 W. Fullerton Ave., Chicago, manufacturer of coin-operated vending machines, parts, etc., has acquired building at 82nd St. and Chester Branch of Reading Railway, Philadelphia, for new factory branch, storage and distributing plant.

Link-Belt Co., 307 No. Michigan Ave., Chicago, has let general contract for one-story addition to branch plant at Indianapolis, and one-story boiler house adjoining.

Stauffer Chemical Co., 636 California St., San Francisco, has asked bids on general contract for one-story grinding unit at 3200 E. 26th St., Los Angeles.

Thread Mills, Inc., Monticello, Ind., operating the local thread mill, is planning to consolidate the plant with the main factory at Gastonia, N. C., and move the machinery in the near future. After 2 yrs. operation the company has been unable to secure sufficient volume to make the local plant self-sustaining, and desires to dispose of all its property at Monticello as soon as possible. It is understood, however, that if arrangements can be made with a textile or garment manufacturer to take the new section of the building, the company would consider operating the dye house on the north section. It would employ mostly men.

California Spray-Chemical Corp., a Delaware corporation, with principal office at Richmond, Va., has been granted a certificate of authority by the Virginia corporation commission to manufacture and deal in insecticides. Maximum capital is 15,000 shares of common and 25,000 shares of preferred stock.

Joseph Turner & Co., formerly at 630 Fifth Ave., New York, has moved to Ridgefield, N. J. The principal products of the company are alcohol, chemicals and anti-freeze.

Hawaiian Macadamia Nut Co., of Hawaii, Ltd., San Francisco, is introducing shelled and roasted Macadamia nuts under the brand name "Van." The product is packed in 12-oz. glass jars.

Scott Paper Co., 30 Church St., New York, reports that the volume of shipments for the first 5 mos. of this year was 16.8 per cent larger than in the same period last year. The company plans installation of another paper machine and additional expansion of plant and production facilities. Production, the company reports, is being maintained at the high level established earlier in the season.

E. F. MacDonough, foreign trade commissioner of the Los Angeles Chamber of Commerce, who is now making a trade survey of markets in Australia and New Zealand, reports that the latter country is in the market for a considerable line of commodities which are made in this country, as well as fruits and other foods.

Oakite Products, Inc., recently appointed W. O. Treanor as the company's new representative for San Diego and surrounding counties. Mr. Treanor has assumed his new duties after having spent the past few months extensively studying the application of Oakite methods to many different industrial cleaning problems. He operates from the western division office at 5504 Hollywood Blvd., Los Angeles.

Congoleum-Nairn, Inc., and Armstrong Cork Co. have agreed not to sell directly to the consumer through their wholesalers and jobbers. The companies have also agreed to support the New Jersey Floor Covering Dealers' Assn. in its drive to improve conditions in that industry in New Jersey. Edward Fenias, counsel for the association, has been authorized to arbitrate differences between the various members, and has recently held a meeting of the employees of wholesalers and retailers in order to work out a plan for eliminating trade abuses.

Southland Paper Mills, Inc., Lufkin, Tex., E. L. Kurth, president and head of Angelina Lumber Co., Lufkin, will begin work in 30 days on new pulp and paper mill at Lufkin for production of newsprint. It will comprise one and multi-story buildings for pulp division, digester house, paper-making division, storage and distributing units, power house, pumping station and other buildings. Completion is scheduled in 1939, when it is proposed to add other units.

Pleasant Grove Canning Co. has enlarged its facilities by leasing the plant of the Pacific Coast Canners at Provo, Utah. Other Pleasant Grove plants are located at Pleasant Grove and Oren, Utah.

John Scowcroft & Sons Co., Ogden, Utah, is packing shoe string potatoes in 10-cent tins under the brand name "Picnicks."

The Queen City Potato Chip Co. has been established at 44 Paul Place, Buffalo, N. Y., under the management of Clayton M. Seames, to engage in the manufacture and distribution of food products.

Savoa Food Products Co. has been organized by Joseph S. Carafice and associates, 28 Nichols St., (Concluded on page 92)

# IN THE COLD STORAGE FIELD

## Cold Storage Capacity Increased One-Third in Past 16 Yrs.

**R**EFRIGERATED storage capacity of cold-storage warehouses and meat-packing establishments in the United States has increased more than a third during the past 16 yrs., according to surveys by the Bureau of Agricultural Economics of the United States Department of Agriculture.

Reports from 1374 cold-storage warehouses and meat-packing establishments for 1937 indicate a combined refrigerated capacity of 730,322,012 cu. ft. compared with 543,572,892 cu. ft. reported for 1302 establishments in 1921. Used mainly for food storage, cold-storage warehouses reported material gains during the past few years in the quantities of quick-frozen fruits and vegetables stored. These and other perishables go into storage during harvest periods for later use by manufacturers and individual consumers.

In public warehouses, more space is used for the storage of apples than for any other commodity. Eggs rank second in the amount of space consumed.

A survey of the refrigerated capacity of all cold storage warehouses and meat-packing establishments in the United States is prepared biennially by the Bureau of Agricultural Economics through the cooperation of the warehousing industry. Statistics relative to the availability of space held at certain temperatures have become exceedingly important during recent years since the expansion of "quick-freeze" operations reveals the possibilities in this new field of food preservation.

The survey of refrigerated space, made as of Oct. 1, 1937, included all concerns which reported their monthly holdings to the Bureau. The types of businesses included in the Bureau's study are defined as follows:

Public warehouses are those that conduct a general cold-storage business and are usually equipped to carry any commodity.

Private plants, in general, carry only one commodity such as fruits or fish.

Combined warehouses are usually operated by concerns whose businesses require refrigeration and who, having space above their own requirements, engage in some public warehousing.

Meat-packing establishments engage, with some exceptions, in freezing and curing of meat and in rendering of lard. A few meat packing concerns also do some warehousing business.

## 636 Public Warehouses

In 1927, 462 firms were recorded as operators of public cold storage warehouses, with a space capacity of 273,896,321 cu. ft. Most recent records show 636 firms with 333,833,590 cu. ft. of storage space available.

From 1927 to 1937, private cold storage establishments decreased from 273 firms to 237, but storage space increased from 24,805,867 to 33,890,442 cu. ft.

Combined public and private cold storage numbered 219 with 57,275,110 cu. ft. in 1927, as compared with 178 with 52,956,733 cu. ft., in the 10-yr. period.

Meat-packing establishments decreased from 378 in 1927 to 309 last year, but space capacity increased from 245,554,904 to 278,290,563 cu. ft. during the period.

Packing establishments doing a public-cold-storage business numbered 31 in 1927 and 14 in 1937, while available storage space was reduced from 66,314,371 to 31,350,684 cu. ft.

Regardless of decreases in some lines of the cold-storage warehousing branches, 1363 firms with 667,847-

573 cu. ft. of space were recorded in 1927, as against an increase to 1374 firms with 730,322,012 cu. ft. of storage space, available in the last year surveyed.

## Frosted Cabinets to Increase Production

Frosted Cabinets, Inc., subsidiary of U. S. Manufacturing Corp., will shortly announce plans for increasing production at the company's plant at Decatur, Ill., to meet growing demands incidental to expansion in the sale of frozen foods, according to J. N. Arrington, treasurer. The plant has been operating day and night for several months, with rapidly expanding sales necessitating an increase in productive capacity.

## Washington Frosted Foods Plant

Washington Frosted Foods, Kent, Wash., packers of frozen vegetables, is completing a large processing and freezing plant in buildings recently acquired from the Ice Delivery Co. During the past 4 yrs. the company has operated in conjunction with the Kent plant of the Pacific Refrigerating Co.

The company's new plant comprises three units, including large refrigerated storage facilities. Considerable new and modern freezing equipment has been installed in the plant, which will permit the company to take care of increasing demand.

## American Refrigeration Plant

American Refrigeration Co., Inc., 15th & Cary Sts., Richmond, Va., has asked bids on general contract for new four-story cold storage and food products freezing plant, with division for frosted food production. Installation will include a 50-ton refrigerating plant, conveyors, loaders and other mechanical-handling equipment. Cost over \$500,000 with machinery. The company also plans smaller units of similar character at Alexandria, Front Royal and Petersburg, Va.

## Diener Co. Appointed Sales Agents Morrison Fish Co.

Frederick Diener Co., Inc., 100 Hudson St., New York, food brokers, has been appointed exclusive sales agents of Morrison Fish Co., of New York, Inc., and Havana, Cuba, for the entire United States. M. Penn, formerly connected with Morrison Fish Co., is in charge of cold pack, frozen foods and vegetables. Morrison Co., has made arrangements for a larger and better pack of frozen lobster this season, and in view of anticipated increase in packing other frosted commodities, feels the urgent need of additional distribution. Through Diener Co. it expects to sell and distribute all its products for the present and future.

## Maling at Hillsboro, Ore.

B. E. Maling & Co., has completed a new frozen foods plant at Hillsboro, Ore. For the season just closed the company reports it doubled its frozen crab pack by packing a total of 120,000 lbs. of the fish this year.

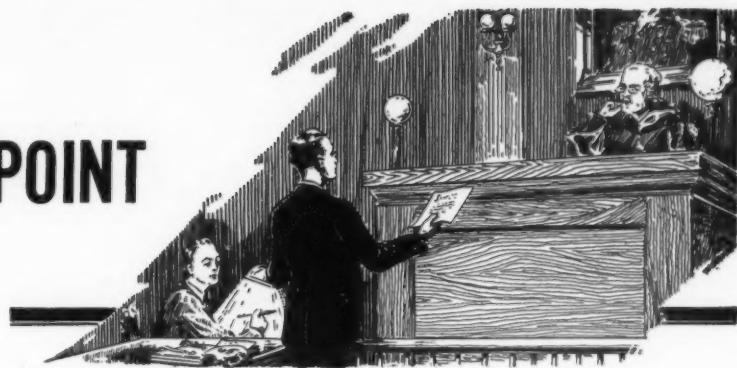
## Triples Sharp Freeze Facilities

Seattle Ice Co., Seattle, Wash., has tripled its sharp freeze facilities and will be able to handle 1000 tons of berries and vegetables this year.

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# FROM THE LEGAL VIEWPOINT

By LEO T. PARKER



## Can Autos Be Held When Dealer Fails?

LEGAL EDITOR, *DandW*: During the months from November, 1937 to April, 1938, we stored automobiles for an automobile dealer. These cars would come in and remain in storage for a time and then would go out. We were being paid for storage by the car.

However, we considered it as one account, and as the cars increased, the storage would be increased, according to the number of cars, and decreased when they went out.

All of the cars were finally removed with the exception of four cars. The dealer became financially involved and filed bankruptcy papers.

Do we have the right to hold these 4 cars for the full amount of the unpaid storage charges against the entire lot of cars, or can we hold them only for the storage due on these particular 4 cars?—B. G. Costich & Sons, Inc.

Answer: Generally speaking, the courts will hold that a warehouseman cannot hold automobiles presently in storage to secure payment under a Warehouseman's Lien, for storage charges due on automobiles previously delivered to the patron. Of course, if the patron redelivers the automobiles to the warehouseman, then the latter may hold the same to secure payment of overdue storage and other legitimate charges.

Since the patron filed bankruptcy papers, it is my opinion that you may hold the 4 cars, but you cannot hold these 4 cars to secure payment for overdue charges on other automobiles previously delivered to the patron. The amount of charges due, excepting the charges due on the 4 cars presently in storage can be listed by you as debts due in the bankruptcy proceeding. You will be entitled to recover a proportional amount of these charges in proportion to

that being awarded other creditors.

In cases of this kind you may avoid loss by obtaining a chattel mortgage on automobiles to be removed from storage, the amount of the chattel mortgage being equal to the storage charges due. You must, however, publicly record the mortgage in order to retain priority.

## Mr. Parker answers legal questions on warehousing, taxes and related matters.

**Send him your problems care of this magazine. There will be no charge for the service.**

**Publication of inquiries and Mr. Parker's replies gives worthwhile information to the industry generally.**

## Should Collect Before Firm Becomes Bankrupt

LEGAL EDITOR, *DandW*: We receive several car-loads of a certain type of merchandise each month for storage and these goods are then sent out in small lots as desired.

This company we feel is going to be in financial trouble, and in fact, they now owe us a considerable sum of money.

Can we hold the merchandise that might be in our warehouse, should they go into bankruptcy or have a receiver appointed, although a great majority of the accrued charges would be on other stock than that which is in the warehouse at the present time?

The point is: Can we hold enough of the present storage stock to protect us for the entire

amount due us?—The Blakeslee Co.

Answer: Various courts have held that warehousemen who give up possession of stored merchandise, without collecting charges due, cannot hold other merchandise, under the Warehousemen's Lien Law, to secure payment of overdue charges.

On the other hand, the courts have held that a warehouseman may by legal procedure attach and sell any and all property and chattels owned by a debtor to secure payment of a debt on which a valid judgment has been rendered.

Excepting, if the debtor is declared to be bankrupt, then his assets will be divided proportionally among all creditors and the warehouseman does not stand in a better position than other creditors, except with respect to goods now in his possession on which storage charges are due.

## True Owner of Merchandise Must Be Known

LEGAL EDITOR, *DandW*: Mr. and Mrs. A are married and Mrs. A has an only daughter by a former marriage. They have domestic trouble and petition for divorce. On March 21, a stipulation of property settlement was signed by both Mr. and Mrs. A. Mrs. A was to have certain articles, viz: Nos. 1, 2, 3, 4, and 5; Mr. A to have certain articles, viz: Nos. 6, 7, 8, 9, and 10; Mrs. A to have custody of the daughter, of course. Mrs. A was to remove herself and articles from the family home according to the stipulation. She removed herself from the house and later contacted us and had us come to the home 50 miles distant and remove all articles from 1 to 10 from the house. Under her direction we took them to our warehouse and stored them in the name of her young daughter by a former marriage. Mrs. A and her daughter left the state. After about a month Mr. A discovered

that we had in our possession articles Nos. 6 to 10, which he identified as his. He demanded said articles, and threatened us with prosecution if the articles were not surrendered and we surrendered said articles. Two years later Mrs. A ordered her articles shipped to her in another state. Upon their arrival in this other state she claimed articles Nos. 6, 7, 8, 9, and 10 were missing. We advised her of the stipulation and threatened prosecution and she then ceased claiming articles Nos. 6, 7, 8, and 9, but claims article No. 10, and article No. 10 is specifically listed for Mr. A in the stipulation.

What is our status in this matter?—Iowa Warehouse Co.

**Answer:** The courts are unanimous in holding that a warehouseman is bound to make inquiry and positively learn the true ownership of merchandise before accepting the same for storage. Therefore, since lot No. 10 was, by court procedure, declared to be the property of Mr. A, the latter is not responsible for payment of storage charges on this lot because he did not authorize you to accept the same for storage. On the other hand, you cannot without being liable for conversion deliver No. 10 to Mrs. A. Of course, Mrs. A can be sued for the overdue storage on lot No. 10 and a recovery may be had against her, because she induced you to accept this lot for storage and in doing so she acted without any authority and, therefore, assumed full responsibility for the trouble, time and expense which you incurred.

#### Testimony Surprises Owner

IT is a well-settled rule of law that a warehouseman who is rightfully in possession of property, though the legal title thereto may be in another is not guilty of conversion. In other words, in order that a warehouseman shall be liable for conversion it must be shown that he unlawfully and wrongfully exercised dominion and control over the goods and that the exercise of the right of possession by the owner was denied. (See 88 S. W. (2d) 116; 16 S. W. (2d) 345.)

Another important point of the law is that a warehouseman who receives goods for storage and delivers or intrusts them to another, *without the consent of the owner*, breaches his contract of bailment and is liable to the owner as for conversion. (See Thornton v. Daniel, 185 S. W. 585.) However, this rule of the law is not applicable, under all circumstances.

For illustration, in American v. Plainview Warehouse Co., 114 S.

W. (2d) 689, it was shown that the owner of merchandise delivered it to a warehouse and received warehouse receipts issued by the Plainview Company. Later the merchandise was delivered to the warehouse of the Panhandle Company. The latter's warehouse burned and the merchandise was destroyed.

The owner of the goods filed suit against both the Plainview Company and the Panhandle Company and alleged that the Plainview Company was liable for the value of the merchandise because it had permitted the merchandise to be removed from its warehouse to the Panhandle Company's warehouse, and that the latter company was liable for conversion because it unlawfully had possession of the merchandise.

During the trial testimony was introduced which proved that the receipts were issued on the Plainview Company's blank forms for convenience of the warehouse manager who was employed by the Panhandle Company at the Plainview Company's warehouse.

Therefore, although the owner of the merchandise believed, at the time he delivered same to the warehouse, that the goods were being accepted for storage by the Plainview Company, yet the higher court held the Panhandle Company not liable for conversion.

Also, the court held that the Panhandle Company and not the Plainview Company had accepted the goods for storage and, therefore, the Panhandle Company was not liable for removing the goods from the Plainview Company's warehouse to its own warehouse. This court explained, as follows:

"Without an unlawful receipt of the cotton by the Panhandle Company from the Plainview Company, the act of conversion alleged could not have taken place.

"The essential element of conversion is that the party charged with conversion must be shown to have had possession of, exercised dominion over, or disposed of the property unlawfully. Certainly no recovery for conversion could be had in the absence of a showing that the person charged with conversion had at some time and in some manner taken possession of the property alleged to have been converted. . . .

"The record clearly shows the merchandise was delivered to the Panhandle Company regardless of the fact that the receipts issued by it purport to have been issued by the Plainview Company. . . . They accounted for the use of the Plainview Company's blank receipts, and the record is wholly lacking in proof that the Plainview Company or any of its officers, agents, or representatives actually had anything to do with receiving, storing or handling any of the merchandise involved in this suit."

#### Failure to Date Mortgage

UNDER certain circumstances failure to date a chattel mortgage does not render the mortgage void.

For illustration, in Strong Co. v. Herring, 79 Pac. (2d) 582, a

chattel mortgage was litigated which was properly signed on Feb. 2, but it was not dated. Evidence was introduced which proved the date on which the mortgage was signed. Therefore, the higher court held that failure to date the mortgage did not render it void. The court said:

"It is apparent that the failure to date is not fatal. Evidently the mortgage was executed on or about Feb. 2."

Also, it is the general rule in all jurisdictions that a description of merchandise in a chattel mortgage is legal if such description is sufficient to put a third person upon inquiry and which will enable the latter to ascertain that the merchandise is intended to be included in the mortgage. On the other hand, if the description is so indefinite that the goods cannot be identified by reference to the mortgage, and explanatory testimony, the mortgage is void.

For example, in Reeves & Co. v. Brown, 80 Kan. 292, 102 P. 840, it was disclosed that a mortgage did not contain a clear and full description of the goods. Since no testimony was given which proved that the description included in the mortgage sufficient to enable persons to identify the goods, the higher court held the mortgage void and said:

"The mortgage did not correctly describe the interest. The description was so indefinite and uncertain that it could not be identified."

#### Initial Carrier Not Liable

THE general rule of law is that to constitute the relationship between master and servant, for the purpose of fixing liability on the former for the acts of the latter, it is indispensable that the right to select the person claimed to be a servant should exist. Furthermore, something more than the mere right of selection is essential to the relation. This right must be accompanied with the power and duty to control the alleged servant while in his employ. In other words, if an employee is not required or duty bound to obey orders from his employer, the relation of master and servant does not exist and, therefore, the employer is not responsible or liable in damages for negligent acts of the employee.

For instance, in Motor Terminal & Transportation Co. v. Simmons, 180 So. 597, it was disclosed that the Motor Terminal & Transportation Co. is engaged in operating motor trucks as a transportation company between Selma, Montgomery, and Birmingham, Ala. It operates under its franchise from the Alabama Public Service Commis-

sion, as provided in the Alabama Motor Carriers Acts.

The company accepted merchandise for transportation from Montgomery, Ala., to Camden, Ala. It transported it to Selma, where it was placed in its warehouse to be further transported to Camden by some other agency. The shipment remained in the warehouse in Selma for 3 days, when the owner began to trace the shipment. Soon afterward the merchandise was picked up by the owner of a motor truck and it was being transported to Camden when the truck collided with a team and killed its driver whose dependents sued the transportation company for damages.

Suit was filed against the latter to recover damages for the death of the driver of the team on the contention that the truck owner, who killed the driver, was an agent of the company because the latter had accepted the merchandise at Montgomery for transportation to Camden. However, since the transportation company had no control over the truck owner, who had collided with the team and killed its driver, the higher court held the company not liable, and said:

"Having contracted with the consignor to deliver the merchandise at Camden, appellant (company) would be liable as the initial carrier for its proper delivery through any agency which it might select at the terminus of its line. But this liability only applies to the shipment of the merchandise, and appellant would not be liable for personal injuries caused by the agency to whom the merchandise was delivered. There is an entire absence of any evidence creating the relationship of master and servant between the company and the truck owner, such as would authorize a verdict against this appellant based upon the negligence of the driver of the truck. Such relationship is to be determined, primarily, by whether or not it had the right to control the manner of doing the work."

Therefore, although a common carrier, who accepts merchandise for transportation to a destination, is primarily liable to the consignor for injury to or loss of the merchandise caused by connecting carriers, yet the initial carrier is not liable for injuries to persons or property resulting from negligence of any connecting carrier which transports the goods.

In a late and leading higher court case, *Wylam*, 111 So. 216, the higher court stated law, as follows:

"Where there is neither express nor implied authority given a servant to employ another, or a subsequent ratification of such employment, the relation of master and servant between the master and the one so employed does not exist, and the master is not liable for negligent acts of the latter."

#### Freight Trucks Collide

THE fact that a transportation company does not own the trucks it operates, or that the trucks are not licensed by it, is

not important in a damage suit filed by a person injured through negligence of a truck driver. The important question is: Was the truck driver under control of the company officials when the accident happened?

For example, in *Rogers v. Silver Fleet System of Memphis*, 180 So. 445, two freight trucks, operated by different transportation companies, collided about 2:30 o'clock in the morning. One of the drivers alleged that he was driving a truck of the Hester Truck Lines, Inc., and that a truck of the Silver Fleet System was being driven in the opposite direction, and that this Silver Fleet truck was traveling in the center of the road, straddling the center black line; that the truck had lights so dim that they would not penetrate the thick fog then prevailing; and this truck collided with the truck he was driving and severely injured him. He sued the Silver Fleet company for damages.

During the trial it was proved that the truck being operated by the Silver Fleet Company was licensed in the name of a third party, but the truck bore the company's name, was loaded at the company's terminal by its employees, and ran on a schedule fixed by the company.

Therefore, although the truck was not licensed by the company, the higher court held the latter liable for any negligence of the driver employed and controlled by the company. This court said:

"The direction and control of the route, the fixing of the schedule, and the general operation of this freight business was under the control of the Silver Fleet, and it cannot escape liability for the negligence of the driver of the truck while engaged in serving the System in connection with this freight business no more than it could escape liability for the negligence of one of its drivers in failing to deliver or damaging freight carried for hire."

#### Protect Yourself By Knowing the Law Regarding Employees

OF course, all warehousemen operate motor trucks. And all warehousemen, transportation companies, distributors, and the like, employ various classifications of employees. However, few officials, business owners, and managers, clearly understand the law regarding employees.

First, it is important to know that there are several legal classifications of employees. Next, it must be remembered that, except under unusual circumstances, an employer is not liable for damaging or injurious acts of an employee unless the testimony indicates positively that the relation of master and servant existed between the employer and the employee. Therefore, an important

consideration is: When does the relation of master and servant exist?

Under all conditions the relation of master and servant does not exist if the employer has no legal right to control and direct the employee. In other words, the higher courts are in accord with the rule, and a master has a right to direct and control the employee as to the acts he performs and the manner in which such acts are performed. The instant the employer does not have this right, the relation of master and servant fails to exist and the employer is not responsible for any negligent or otherwise damaging acts of the employee.

For example, in one late case, the testimony disclosed that the employer said to his truck driver: "When you make this delivery, take route No. 2."

The truck driver favored the highway of another route and took it instead of route No. 2. During the trip he negligently killed a pedestrian who sued the employer for damages, through dependents. However, the court refused to hold the employer liable, because the driver had not obeyed his employer's directions but had used his own judgment in selecting the highway over which to travel. This court stated that, under these conditions, the employee was not under the control of the employer when the accident happened and the relation of master and servant did not exist.

Now, take another example, as follows: An employee was authorized by a bank, and supplied with a rubber stamp, to endorse checks issued to his employer. One day the employee endorsed the checks and, instead of depositing the money to his employer's account at the bank, he put the money to his own use. Of course, the employer had not directed the employee to do so, and as the relation of master and servant had not existed at this time and, also, because the bank had authorized the employee to endorse the checks, the higher court held the bank liable to the employer for the amount of the checks.

In still another case a warehouseman had authorized an employee to issue warehouse receipts, but this employee was not authorized to issue receipts until the merchandise was in the warehouse. One day the employee issued warehouse receipts on goods not received in the warehouse. The testimony proved that the employee was a special agent whose duty was to issue receipts only on goods received for storage. Therefore, the

(Concluded on page 35)

# MOTOR TRANSPORT

## Identity of Truck Vital Factor in Claims

Insurance companies are not responsible for damage to freight while the goods are being carried in a truck other than that described in the insurance policy, under a recent decision of the Appellate Division of the First Department, upholding the judgment of the New York County Supreme Court.

According to *Transport Topics*, the case grew out of a suit by M. Cohen Trucking Co. against the Northern Assurance Co.

Cohen, a motor common carrier, owned two trucks in connection with its business. One was a 1930 model and the other a 1933 model. Through its broker the carrier on Feb. 16, 1935, applied to the insurance company for a policy insuring its legal liability as a common carrier. The broker was handed a 1934 registration for the 1930 truck and from it he submitted the description of the truck and the risk was accepted.

After the policy was issued, but before it was delivered to Cohen, by the broker, the 1933 truck was hijacked from Cohen's garage loaded with freight valued at \$6,200. Cohen made claim, but the insurer denied liability as the loss had occurred on the 1933 vehicle, which was not mentioned in the schedule of trucks in the cargo policy.

In the suit which followed, before Justice Miller in the supreme court, Cohen testified that his business did not justify the use of two trucks throughout the year; that he used the 1933 truck during the entire year but used the 1930 truck during only about 2 mos. in the busy season; that the 1933 truck was licensed for 1935 but the 1930 truck still bore its 1934 plate as he intended to use it only later in the year, and contemplated having it licensed when he was ready to use it.

Cohen further explained that the broker was given the 1934 registration card of the 1930 truck by mistake instead of the 1935 card of the 1933 truck. He contended that the insurance company would have insured liability for cargo in the 1933 truck as readily as in the 1930 truck and that the description of the truck was immaterial as the insurance company was not insur-

ing the truck but his legal liability for cargo in the truck.

It was further contended that the policy contained a substitution clause giving the assured the right to substitute another truck for the one described, provided he notified the insurer as soon as practicable, and he asked that the policy be reformed and under the reformed policy he be given judgment.

At the conclusion of the case Justice Miller directed a judgment in favor of the insurance company. The Appellate Division unanimously affirmed his ruling. In directing judgment, Justice Miller said:

"I find no fraud in the transaction. I find no mutual mistake. The defendant did precisely what it intended and was instructed to do. It did not make any mistake. It did not agree or intend to agree otherwise than as instructed and directed by the agent of the plaintiff."

"The fact that the plaintiff intended to have insured the 1933 truck and did not intend to insure the 1930 truck does not constitute a cause of action. I find that the mention of the 1930 truck in the policy was not inserted by mistake on the part of the defendant."

## N. Y. Truck Law Postponed Until Jan. 1

Word has been received from the Public Service Commission of New York that the application of the law applying to tariffs, rates and charges of common carriers, insurance, etc., is to be postponed to Jan. 1, 1939.

Apparently there is no provision as yet for filing under grandfather's rights. The only positive action taken by the commission so far are the various hearings being held in the different cities to determine municipal areas.

## Senator Wheeler Defends Indicted N. Y. Labor Leaders

Resentment of truck operators and their representatives has been aroused by the recent entrance of Senator Burton K. Wheeler of Montana into the New York union racketeering case involving officials of Local 807 of the International Brotherhood of Teamsters who have been indicted by a Federal Grand Jury. Senator Wheeler sought to have the charges against them dismissed.

Appearing in Federal Court before Judge Vincent Leibell, Mr. Wheeler appealed for a demurrer to the indictment, contending that

neither the Sherman or Copeland Anti-Racketeering Acts, under which the indictments were drawn, were intended by Congress to affect labor unions.

While the truck operators felt that Mr. Wheeler was not justified in jumping into the case against the Federal Government, it was not that which aroused their resentment. What embittered them was that he had attempted to try the case in the newspapers, calling in reporters and stating among other things that the Federal Government was being used as a cat's paw by the truckmen just at a time when the union wage committee was trying to negotiate a new contract.

Trucking representatives stated that the indictments are directed not against the union, but simply against a small clique within it. Investigation of union activities was started more than a year ago before a new wage scale agreement was even thought of.

After hearing arguments for the defense, Judge Leibell instructed both sides to exchange briefs. The case is scheduled for trial in September. If the appeal for a demurrer fails, Mr. Wheeler plans to defend the accused unionists in the trial.

## \$157,500 Trucking Contract to Move U. S. Silver

Peter H. Malley, of 355 W. 12th St., New York City, was awarded a contract for the trucking operations in the movement of approximately 1,000,000 bars of silver from New York City to the Treasury Department's new bullion depository at West Point, N. Y., which began July 5.

The contract, covering only the truckage, provides for payment by the Bureau of the Mint at the rate of 15 1/4 cents per bar moved, and also stipulated that a total of 5,000 bars be moved each day, 5 days a week, and 2,500 bars be moved on Saturdays. A bar of refined silver weighs 72 lbs.

Loading operations at the Assay Office in New York commenced July 5, and the first deliveries reached the silver cache July 6. The Mint estimates that approximately 8 months' time will be required to move the silver.

The Director of the Mint, Mrs. Nellie Tayloe Ross, arranged with

# TRANSPORTATION

Department Conducted by

F. EUGENE SPOONER

the United States Coast Guard, another Treasury agency, for the services of about 55 Coast Guardsmen from the New York district to protect the bullion while it is in transit between New York and West Point. The Mint has organized an additional force of about 75 supervisors and laborers to assist in the movement.

### Pa. Truck Group Asks for Uniform Rates

The Pennsylvania Motor Truck Assn. at its 5th annual convention at Bedford Springs, Pa., June 30 to July 2 gave its approval to a resolution asking of the Pa. Public Utility Commission uniformity in minimum rates and charges and the formation of carriers' committees in the various classifications of truckers to so consider. The group also approved a plan for policing the industry with enforcement divisions by territories. The Philadelphia Chapter already had organized a tariffs and enforcement division for Eastern Pennsylvania, the chairman of which is Fred K. Geiger of the Terminal Warehouse Co.

Approval was given a proposal for a change in the license registration date from Jan. 1 to April 1 and a request was made that registration be pro-rated on a quarterly basis.

W. Y. Blanning of the I.C.C. predicted that rate violations would be prosecuted more extensively now that the field force has been increased. William J. Clark of the Horlischer Delivery Service, Philadelphia, was re-elected president.

### Highway Transportation Interests Form Group

Formation of a group to represent the highway transportation interests of shippers and farmers was undertaken at a meeting of the Organization Committee of Private Motor Truck Operators at Washington, June 16.

The Committee's action was prompted by representatives of farm and industrial shippers who, in recent months, have expressed the growing need for an organization to present the views of private truck owners both nationally and in the states.

R. J. O'Hare, International As-

sociation of Milk Dealers, was made temporary chairman. The other members of the committee are:

Fred Brenckman, The National Grange, Washington, D. C.; P. H. Ducker, The Automotive Council, Los Angeles, Cal.; Robert C. Hibben, International Association of Ice Cream Manufacturers, Washington, D. C.; O. M. Kile, Mail Order Association of America, Washington, D. C.; Emory C. Rice, American Bakers Association, Baltimore, Md.; J. F. Winchester, American Petroleum Institute; Arthur C. Butler, secretary.

At the request of the members of the Committee, the Automobile Manufacturers Association has given the secretary of its motor truck committee, Arthur C. Butler,

leave of absence to act as organizing secretary for the new group.

The combined number of privately owned and operated trucks that move the products of agriculture and industry amounts to over 3,500,000, or 85 per cent of the total number of trucks registered in the country, the conference was told.

A statement of policy issued by the organization committee is as follows:

"This organization will be devoted to promoting the highway transportation interests of agriculture and industry that use and employ private commercial automotive vehicles upon the American highways.

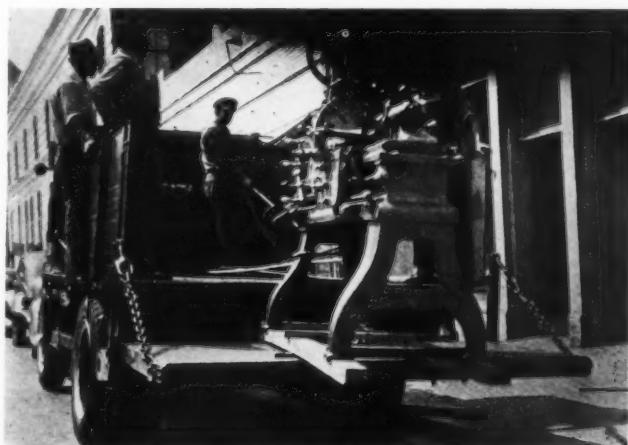
"This organization should be of interest to all trade, farm, traffic,

### Los Angeles Warehouse Speeds Handling of Safes and Machinery

Harry Cremeens of the Los Angeles Warehouse Co., Los Angeles, Cal., has modernized the handling of safes and machinery. He is using on one of his trucks a hydraulic elevator endgate manufactured by the Young Iron Works, Seattle, Wash. This endgate is capable of making a lift in excess of 4,000 lbs. from ground level to the truck level in 20 secs. This new device obsoletes the former requirement of planks, cribbing, tackles, etc. in the loading of such heavy equipment. Furthermore, it

saves the time usually consumed in the assembly of equipment and its placing on the truck before going out on such a lifting job.

This truck is also equipped with a winch, ring anchorage for snatch blocks, bars, rollers, dollies, steels, running lines, etc. and has an extension which may be applied to the endgate to adapt it to the loading of lift truck equipment, thus permitting the loading of loaded skids of merchandise, machinery, or paper and the unloading of same without rehandling.



Hydraulic elevator endgate used by Los Angeles Warehouse Co. to speed up handling of safes and machinery

purchasing, industrial and engineering organizations and other groups and individuals interested in promoting the economic use of private commercial motor vehicles. It will cooperate with existing organizations and groups having similar objectives."

### New Chicago Truck Terminal Termed the Largest

The American Terminal Co. began operations at Chicago July 1 of what is said to be the largest motor freight terminal in the United States, housing eighteen separate interstate lines.

The new terminal at 3333 So. Iron St., occupies 8 acres on the Chicago River and has been designed for interchange of freight shipments and to provide a complete pickup and delivery service.

Louis C. Seavers, formerly a Chicago broker, is president. Associated with him are Charles H. Morse, Jr., Charles H. Morse, Sr., J. D. Currier, Eugene du Pont III, and Edward F. Swift, Jr.

Sleeping accommodations for truck drivers are provided and in addition, there is a filling station, restaurant open 24 hrs. of the day, shower baths, telegraph office, insurance facilities and truck repair service.

### Texas Load-Weight Law May Be Amended

It was the expressed general belief of delegates who attended the annual convention of the Texas Motor Transportation Assn., Inc., held at Dallas, July 7, 8 and 9, that public sentiment in Texas now favors amending the law which fixes the minimum load-weight of trucks at 7,000 lbs. Increasing the minimum load-weight several thousand pounds will be sought of the legislature, which will be convened here in regular session next January.

The convention considered many routine matters connected with the trucking industry. It was voted to create a division of allied industries. Fred C. Pruitt of Houston was named chairman of the new division.

Henry E. English of Dallas was reelected president of the association. Other officers reelected included R. C. Bowen of Fort Worth, vice-president, and B. F. Johnson of Austin, executive vice-president and manager. H. B. Cole, Houston, treasurer, was succeeded by Oscar Lynch of the same city.

Robert F. Black, president of the White Motor Co., speaking before the convention, branded legislation against Texas truck operators as "tyrannical and dicta-

torial." He urged convention delegates to seek the support of public good-will in their battle to rid the motor transportation industry of hampering legislation restrictions.

Mr. Black compared the resistance to motor transportation of the present day to that offered by canal boatmen in the pioneering days of the railroads.

"There is no question that your progress has been slowed up to a certain degree by arbitrary laws and restrictions which have not only been costly in time and money to you as operators, but also have deprived the consuming public of the full benefits which can be provided through your facilities," he declared.

Mr. Black likened the Texas motor truck laws to Germany's trucking law, saying that the only difference was in the wording of the two.

"Texas derived \$23,394,000 from motor truck registration fees and gasoline taxes in 1936," he said, "while for the same 12-month period it received only \$5,905,734 in taxes from railroads."

He also cited the high safety record made by truck drivers in the State and praised the industry as a whole for its strict regulations in an effort to make the highways safer for motor transportation.

Ted V. Rodgers, Washington, D. C., president of the American Trucking Association, urged organized fights against what he termed nuisance laws.

More than 500 operators attended the convention.

### I.C.C. Hours Rules Stayed

Pending a further order, Division 5, Interstate Commerce Commission, the early part of July stayed the recommended order of Examiner R. W. Snow in Ex Parte MC-4, concerning safety regulations for carriers exempt from the "general" provisions of the Motor Carrier Act. But for the Division's order, Examiner Snow's recommendations automatically would have become effective after 20 days.

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Experienced estimator. Age 37. Thirteen years' experience in household furniture, storage and moving. A producer, and can furnish best of references as to character, honesty and trustworthiness. Capable of managing complete operation of office and warehouse. Will go anywhere. Free to accept immediate employment.

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### 25th Anniversary



One of three floats used by Sisser Bros., Inc., in the 25th Anniversary parade of Somerset County, N. J. As this year is the 25th anniversary of the company, the celebration carried double significance.

### Pick-up and Delivery Service Elimination Considered

One of the more important subjects now being considered in an attempt to raise certain depressed charges within the railroad structure involves possible elimination of pick-up and delivery service.

While evidence appears conclusive that no major move to disturb the service is under way, it is known that a canvass of the thoughts of railroad presidents on the subject has been made. This survey was made by a leading carrier official in correspondence with the executives.

It is understood that no strong opinion on the matter in either direction was asserted, and the general feeling was that a thorough survey of the results of the service would have to be made before any definite opinion could be expressed, but nothing tangible has resulted.

The fact that performance of the service is costly has been freely admitted, and it is said that certain carriers have been "lukewarm" about the service ever since it was installed several years ago. These roads, it is said, might be willing to back a move to expunge the service. Other roads, on the other hand, and it is understood that these are in the majority, have developed the service to a point where it has produced tangible results.

The unknown factor in the whole subject is what effect elimination of the service would have upon the net position of the roads, as expressed in certain quarters. In certain instances the service is performed at a loss, whereas in other cases present charges for pick-up and delivery is not competitive with the trucks.

One leading official describes the present service as being in the experimental stage, and says that it is generally being watched with considerable interest to determine its value.

Some carrier officials feel that

all l.c.l. merchandise should be turned over to the Railway Express Agency. Others state that the charges of the agency in many cases are higher than that of trucking concerns, and that its rates will have to be brought closer in line with the truckers before any appreciable amount of additional tonnage is turned over to the agency.

### Freight Truckers Cite Losses in 1937 and 1938

Freight-carrying motor trucks in Pennsylvania, New Jersey, Delaware, Maryland and New York have operated at a loss of \$1,321,447 since 1936, the I.C.C. was told July 18.

About 400 shippers, truck owners and railroad representatives attended a hearing before T. B. Johnson, special examiner, in Philadelphia, to determine whether the commission should order a revision of trucking rates and a general stabilization of the industry.

D. T. Waring, counsel for the rate commission of Motor Truck Carriers, presented a statement showing that so far this year 149 carriers had lost \$326,447, in addition to \$995,000 last year.

C. J. Flagg, traffic manager of the Newark Chamber of Commerce, appeared for the shippers who are expected to oppose any rate increase. A. E. Hookinson, of the Trunk Lines Assn., appeared for the railroads who are regarded as observers.

### Household Goods Bureau Asks President's Aid on Rates

The Household Goods Carriers' Bureau early in July sent a letter to President Roosevelt, requesting issuance of an executive order in connection with refusal of the General Accounting Office to recognize transportation bills of motor common carriers except when the transportation is arranged for through competitive bids.

Citing that only a short time ago, the Federal Traffic Section of the Procurement Division, Treasury Dept., instructed all Government department heads to pay for Government transportation on the basis of published and filed rates of motor carriers, the letter explained that the Traffic Section was forced to rescind its order when the General Accounting Office refused the bills.

The Bureau further stated that "if immediate authoritative action is not taken there will occur untold confusion and disturbance within the motor carrier industry."

When the General Accounting

Office refused to honor bills based on published tariffs of motor carriers, it did so on the strength of a statute requiring bids on Government transportation, "when the public exigencies do not require the immediate delivery of the articles, or performance of the service," according to the Bureau's letter.

However, the Bureau contended, the Accounting Office had not applied the statute to rail carriers.

From what we are able to learn, the General Accounting Office does not explain why it recognizes transportation bills of railroads and other types of common carriers performing service for the Government, arrangements for which were not secured through competitive bids, and yet refers to this statute in denying recognition of transportation bills of established motor common carriers operating under the Federal Motor Carrier Act," the Bureau's letter stated.

The Bureau advised the President that the rate stabilization that has been accomplished by thousands of members of the motor truck industry "is now on the verge of complete collapse unless some immediate support through executive order is given to re-establish the confidence of the Federal Traffic Section" that transportation for the Government "will be paid for by the Government on the basis of published and filed rates" of motor carriers. In conclusion, the letter stated:

"The two thousand or more substantial business firms represented in the membership of this Bureau are but a small part of the motor carriers who have suffered because of existing abuses in the handling of Government traffic. We believe that the Federal Traffic Section has found the corrective answer and we appeal to you to have the General Accounting Office recognize the legitimate bills of our carriers for the performance of transportation for the Government at our published tariff rates, or explain why transportation is awarded to other types of common carrier operation without the necessity of competitive bids."

### Freight Forwarders Not Under Motor Act

Freight forwarders are neither motor common carriers nor brokers and are not subject to the Federal Motor Carrier Act under a decision handed down early in July by the I.C.C. in the case of Acme Fast Freight, Inc., MC-220.

The I.C.C. offered opinions with respect to two other important matters. They were:

That forwarding companies' shipments cannot "lose their identity as shipments in common car-

riage at any stage of the transportation service which the forwarding company undertakes to provide" and, therefore, cannot be transported by contract carriers.

That a motor common carrier cannot lawfully contract with a forwarding company to furnish transportation service "for special compensation not based upon its published local or joint tariffs on file with the commission."

### The Legal Viewpoint

(Continued from page 31)

higher court held the warehouseman not liable to the holder of the bogus receipts.

On the other hand, it must be realized that if a warehouseman places a man as a general agent or as a manager of the department from which warehouse receipts are issued, the warehouseman is liable for all acts performed by the employee. Therefore, the warehouseman would be liable for losses sustained by customers as a result of the employee issuing bogus receipts. This is true because the relation of master and servant exists between an employer and an employee who is placed in *general* authority, or who is authorized to represent the employer generally in one or all departments of the latter's business, providing the acts are within the scope of the usual business conducted in the business or department which the employee operates. This law does not apply to special agents, as truck drivers, clerks, workmen, weighers, solicitors, etc., because a special agent is the legal servant of his employer only while he acts within the scope of the employment and acts under control of the employer.

But, readers should not conceive that it is possible to avoid liability by arranging business relations with a legal servant which may appear to be responsibility.

For illustration, in a late case it was disclosed that a truck owner entered into a contract with the driver by the terms of which the driver was to receive a stipulated amount for each mile traveled, and he was to supply gasoline, oil, repairs, and the like. Also, he was to pay the owner a specified rental for the use of the truck. One day the driver killed a pedestrian whose relatives sued the truck owner for damages. During the trial it was proved that the employer directed the driver and controlled his acts. Therefore, notwithstanding the contents of the above mentioned contract, the higher court held the employer liable in damages, and explained that when transporting goods for the employer he was legally a servant.

### Wisconsin Truck Drivers Take to "Higher Learning"

Truck drivers of Wisconsin are stepping up into the "educated class." Not that this class of workers is not as intelligent as any other, in which quick thinking is required, but it was found that many men engaged in driving trucks were thirsty for the higher learning. Accordingly, the University of Wisconsin is conducting courses which will help put truck driving on even a higher plain than it has enjoyed.

From the courses offered to truck drivers during a summer school, it can be seen that this is not merely a smattering of additional education, as the subjects offered are: Parliamentary Law, Labor History, Collective Bargaining Practice, Economics of the Trucking Industry and others.

In discussing the plan for the higher education of truck drivers, the director of the school, E. E. Schwarzauber, declared:

"We can only hit the high spots—especially the most practical ones, but if we can get the men interested enough in the short time to do more studying, we will think we have done a lot."

As most truck drivers will be unable to get off more than 2 weeks during summer, it has been planned to limit the course to that period, so that, as the director explains, much detail work cannot be expected from the summer school, but if it will inculcate a desire for more higher learning in the minds of truck drivers, it is believed that the morale of the men will be improved and make the highways even safer than at present, in these days of increasing motor truck transportation.

The course will not be gratuitous, as board, room and tuition for a 2 weeks' course will amount to about \$35.00, which is at cost. Unions are sending men to the summer school, but non-union members are, of course, also accepted.

### I. C. C. Decision Prohibits Transfer of Broker's License

The I.C.C., reversing the recommended order of the examiner, has ruled that the transfer of a broker's license is not permissible under provisions of the motor carrier act. The ruling was handed down on the application of Floyd Douglas Spencer for authority to act as a broker in New England. The decision was by a 2 to 1 vote, Commr. William E. Lee dissenting.

It was brought out that an investigation by the bureau of motor carriers had revealed that Mr. Spencer died Dec. 19, 1937, where-

upon a second party, not previously connected with the case, had sought to be substituted as the applicant on the petition and to receive the license as broker.

"A broker's license, when granted by us to an individual, creates a personal right, transfer of which is not specifically authorized under the provisions of the act," the ruling states.

"The act is also silent as to the transfer of the right to continue operations as a broker, pending determination of an application for a brokerage license. The situation as to these licenses differs materially, therefore, from that in respect of certificates and permits, the transfer of which is specifically authorized.

"We conclude that it was the intention of Congress to require compliance with all the statutory requirements for a new brokerage operation by any applicant who seeks to continue a brokerage operation, which has been, or is to be discontinued, and that we are without jurisdiction to authorize transfer of brokerage licenses, or of other rights in connection therewith."

In the dissenting opinion, Mr. Lee said:

"I am unable to concur in the dismissal of this application based on the death of the applicant. Dismissal is probably justified under a very strict interpretation of the act. However, such interpretation will work hardships in this and similar instances, and I believe it is possible to work out a method of handling cases of this character whereby the hardships may be avoided.

"The applicant had conducted a brokerage business since 1909, and, having seasonably filed his application for a license to continue the business until we otherwise ordered.

"The fact that a third party desires to be substituted as applicant and to purchase the business indicates that it was a profitable one and that the privilege of continuing it is valuable.

"Under this decision, however, the business must terminate.

"Applicant's widow, other heirs or estate cannot succeed to the business, continue the same or sell it. I do not believe that Congress intended such a result.

"It is true that the act does not expressly authorize the transfer of licenses or interim operating rights of brokers. However, there is no prohibition of such transfers, and I am of the opinion that we might permit such transfers by a rule or regulation under section 204 (a) (4) which authorizes us to establish reasonable requirements with respect to licensing of brokers."

### I. C. C. Refuses N. E. Carriers Truck Rate Reduction

Rejecting the proposal of numerous New England motor carriers to make reductions in their existing commodity rates, Division 5 of the Interstate Commerce Commission holds that if the reductions were allowed "the present unsatisfactory conditions of the carriers" would be "rendered worse."

The rates, which would have applied on traffic between points in New England, northern New Jersey and eastern New York, were placed under suspension by the Division in I. & S. Docket No. M-228.

The Division stated that its decision was in line with a recent ruling on similar proposals by carriers in Central Territory.

In the Central case, the Division added, "we found unlawful proposed schedules, which considered as a whole, would have further aggravated a generally unsatisfactory financial condition of motor carrier rates in Central Territory."

Some of the rates requested by the New England carriers, it stated, "will earn revenue above the cost of service plus a reasonable profit, but considered as a whole they are less than reasonable minima, and, therefore, are unlawful."

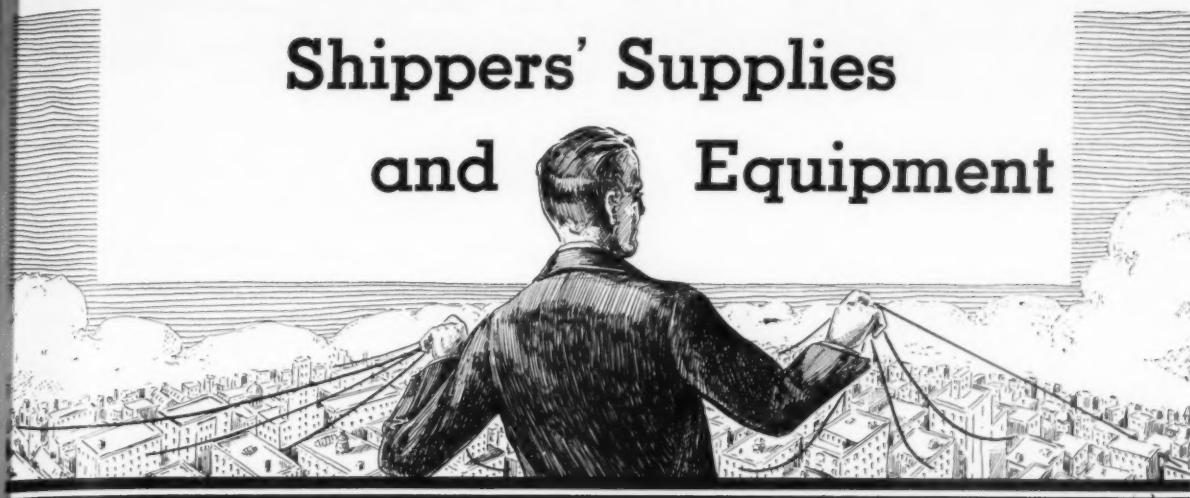
Division 5 stressed that its decision in the instant case was "without prejudice to other or different conclusions which may be reached" in the pending general investigation of New England motor carrier rates.

### Territory Widened for Milwaukee Truckers

An order was issued June 30 by the Wisconsin Public Service Commission authorizing seventeen Milwaukee cartage firms, whose operations had previously been restricted to the city of Milwaukee, to extend their services to the entire county and the towns of New Berlin, Brookfield and Menomonee in Waukesha county, and the town of Mequon in Ozaukee county.

Firms involved include the Struck Cartage, Adler Cartage, Checker Express, J. W. Cartage, H. & C. Cartage, Northwestern Transfer, J. S. Cartage, Hennes Trucking, Rapid Delivery, H. Ball & Sons, J. W. Krohn & Son, Barry Transfer & Storage, Wisconsin Sullivan's Delivery, S. O. Ordman Cartage, Paramount Trucking and Atlas Transfer.

# Shippers' Supplies and Equipment



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### Grab-It Barrel Truck

THE Grab-It barrel truck is made in 4 models, each one adjustable to 3 different sizes of containers by altering the position of the grab members. It is designed to provide easy transportation of relatively heavy kegs, barrels, tubs and similar containers in factories, stores, warehouses, creameries, breweries, etc. The device automatically grabs the container; tilting the handle raises the container to transporting position, and releases it at destination by tilting the handle forward. It is never necessary for the operator to touch the container with his hands.



The operator tilts the truck, which is equipped with roller bearing iron wheels, and moves it into an engaging position with the container to be transported. No lifting is necessary. There is no possibility of strain on the operator. The grab members are curved suitably at the forward ends, and move pivotally to adjust themselves to the accurate portions and contact with the correspondingly curved surface of the container.

With the grab members in this position they will close in to grip firmly when the truck is tilted toward the operator, and due to the ring in the container will cause the object to be elevated, as shown in illustration. The user then can transport the object with ease while held in this position, and upon depositing it the truck can be moved freely out of engagement by again tilting the handle forward. The truck will operate at a 30-deg. tilt, and at this angle a small man of even 100 lbs. may easily lift 500 lbs. Manufactured by Wash Co., Inc., 220 N. Bowman Ave., Danville, Ill. D and W.

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(See advertisement elsewhere in this issue.)

### CASTERS (Truck)

**Bassick Co.**; 38 Austin St., Bridgeport, Conn.

**Fairbanks Co.**; 398 Lafayette St., New York, N. Y.

(See advertisement elsewhere in this issue.)

**Hamilton Caster & Mfg. Co.**; Dept. D, Hamilton, Ohio.

(See advertisement elsewhere in this issue.)

**Service Caster & Truck Co.**; 517 No. Brownswood Ave., Albion

Mich.

(See advertisement elsewhere in this issue.)

**Standard Pressed Steel Co.**; Box 560, Jenkintown, Pa.

(See advertisement elsewhere in this issue.)



There are sizes and types of  
Bassick Casters for every re-  
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No. 120.

**THE BASSICK  
COMPANY**  
Bridgeport Connecticut

### CLEANERS (Rugs & Upholstery)

**Research, Inc.**; 4396 Broadway, New York City.  
(See advertisement elsewhere in this issue)

### COVERS (Piano)

**Canvas Specialty Co., Inc.**; 90 Grand St., New York, N. Y.  
(See advertisement elsewhere in this issue)

**Fulton Bag & Cotton Mills**; Box 1726, Atlanta, Ga.  
Branches, St. Louis, Dallas, Mpls., N. Y. C., New Orleans, K. C., Kan.

(See advertisement elsewhere in this issue)

**New Haven Quilt & Pad Co.**; 80-86 Franklin St., New Haven, Conn.

(See advertisement elsewhere in this issue.)

**Self-Lifting Piano Truck Co.**; Findlay, Ohio.

(See advertisement elsewhere in this issue.)

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Quality never means expense, if  
Wiggins Vellotype is used.

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Des-Tex, for fabrics, is a moth destroyer, dry rot extirpator and deodorizer. It should and will be used by all Household Goods Warehousemen to replace their present methods of cleaning and de-mothing upholsteries, draperies, rugs, because it accomplishes in one operation what requires two different operations with other methods.

## PREVENTS DRY ROT and FUNGUS ATTACK GERM LIFE DEODORIZES CLEAN

A safe formula that successfully combats dangerous textile erosion.  
Kills moth larvae and prevents future attack.

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## DOLLIES

International Engineering, Inc., 1145 Bolander Ave., Dayton, Ohio.  
(See advertisement elsewhere in this issue.)

Service Caster & Truck Co., 517 No. Brownwood Ave., Alton, Ill.  
(See advertisement elsewhere in this issue.)

## ENGRAVING

The John B. Wiggins Co., 1110 Fullerton Ave., Chicago, Ill.

## FANS (Industrial Ventilation)

International Engineering, Inc., 1145 Bolander Ave., Dayton, Ohio.  
(See advertisement elsewhere in this issue.)

## INSECTICIDES

Research, Inc., 4396 Broadway, New York City.

White Tar Co.; Dept. W., Belleville Turnpike, Kearny, N. J.  
(See advertisement elsewhere in this issue.)

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White Tar Co.; Dept. W., Belleville Turnpike, Kearny, N. J.  
(See advertisement elsewhere in this issue.)

## PADS (Canvas Loading)

Canvas Specialty Co., Inc.; 90 Grand St., New York, N. Y.

Fulton Bag & Cotton Mills; Box 1726, Atlanta, Ga.  
Branches, St. Louis, Dallas, Mpls., N. Y. C., New Orleans, K. C., Kan.

Louisville Bedding Co.; 418 East Main St., Louisville, Ky.

New Haven Quilt & Pad Co.; 80-86 Franklin St., New Haven, Conn.  
(See advertisement elsewhere in this issue.)

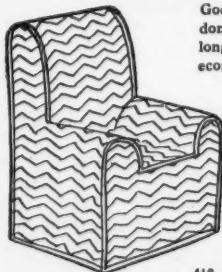
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Good moving is scratch-less moving when done with proper equipment. Depend on long wearing PIONEER VAN PADS for economical and sure protection of every load.

Made of new cotton and jute. Covered with heavy drill and zig-zag stitched to prevent slipping and bunching. Assorted sizes for all moving purposes. Write for list of types and prices.

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418 East Main St. Louisville, Kentucky



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Fulton Bag & Cotton Mills, Box 1726, Atlanta, Ga.  
Branches, St. Louis, Dallas, Mpls., N. Y. C., New Orleans, K. C., Kan.  
(See advertisement elsewhere in this issue.)

Louisville Bedding Co., 418 East Main St., Louisville, Ky.  
(See advertisement elsewhere in this issue.)

New Haven Quilt & Pad Co., 80-86 Franklin St., New Haven, Conn.

**PAPER (Moth Proofing)**

White Tar Co., Dept. W., Belleville Turnpike, Kearny, N. J.

**PAPER (Tar)**

White Tar Co., Dept. W., Belleville Turnpike, Kearny, N. J.

**Barrett Lift-Jack****Truck**

THE lift-jack is a compromised system that borrows its ease of operation and its simplicity from Barrett lift-trucks and floor trucks. It is specially suited to those industries not requiring a complete lift-truck installation, and yet desiring something more than can be obtained through the use of floor trucks.

It does not require an experienced operator for maximum efficiency. It is a simple, safe mechanism that will not easily get out of order, but will stand a lot of abuse and carelessness.



handling. The "semi-live" skids used in connection with it are steel bound, and have hard maple topboards. Wheels are Hyatt equipped and fitted with alemite grease cups. Each lift-jack will successfully service from 4 to 25 skids. The cost is low, and the results in savings produced through their use, high.

The easy handling of Barrett lift-jacks, even in congested areas, makes it an ideal system for the handling of cases, boxes, crates, sacks, kegs, etc. For special shapes and kinds of material, skids with a variety of superstructures are available. Manufactured by Barrett-Cravens Co., 3255 West 30th St., Chicago, Ill. *D and W*.

**Hydraulic Portable Scraper Conveyor**

THIS new type 229-A hydraulic portable scraper conveyor unit moves backward or forward, pivots on either wheel and turns in its track as easily as a motor truck. It is equipped  
(Concluded on page 40)

**DREADNAUGHT CROSS-STITCHED UNI-WELT****FURNITURE PADS**

72x80 cut size at \$21.00 Dz.  
72x72 cut size at \$20.00 Dz.  
54x72 cut size at \$16.50 Dz.  
36x72 cut size at \$11.50 Dz.

**Radio & Refrigerator Covers**

Piano  
Covers  
Kersey  
Pads



**NEW HAVEN QUILT & PAD CO.**  
80-86 Franklin St., New Haven, Conn.  
AMERICA'S LARGEST PAD MANUFACTURER SINCE 1911

*Sure!*

**MOTH PROTECTION**

No matter what your storage problem may be—you can be *sure* of moth protection when you use

**WHITE TAR NAPHTHALENE  
BALLS or FLAKES**

*Write for Prices Today*



**THE WHITE TAR COMPANY  
OF NEW JERSEY, INC.**

*(A Subsidiary of Koppers Co.)*

Belleville Turnpike

Kearny, N. J.

# FAIRBANKS HAND TRUCKS

Made in types for practically every purpose. Every part subject to excessive wear can be renewed easily and inexpensively. Backed by more than half a century of experience.

Write for Catalog No. 51.

**THE FAIRBANKS COMPANY**  
398 Lafayette St., New York, N. Y.

Distributors in Principal Cities



## HAMILTON STEEL TRUCKS



Let us quote our prices.

**The HAMILTON CASTER & MFG. CO.**  
Dept. D. HAMILTON, OHIO

## SERVES YOU RIGHT

• A Service Push E-Z Truck will do more jobs around a warehouse for more years, with less stalling, less effort to push, and less time out for disability than any man on the payroll, or truck on the floor. The reason: Service Casters and Service chassis design. Write for catalog.

## SERVICE TRUCKS AND CASTERS



**FULL BEARING**  
Frictionless, action results from double ball-bearing top-plates and Hyatt bearing wheels.



**SERVICE CASTER & TRUCK CO.**  
517 N. Brownswood Ave., Albion, Michigan  
Eastern Factory, 432 Somerville Avenue, Somerville (Boston) Mass.

## PIANO DERRICKS AND TRUCKS

Fairbanks Co., 398 Lafayette St., New York, N. Y.

**Self-Lifting Piano Truck Co., Findlay, Ohio.**  
(See advertisement elsewhere in this issue.)

## PLATFORMS (Lift Truck)

**Standard Pressed Steel Co., Box 560, Jenkintown, Pa.**  
(See advertisement elsewhere in this issue.)

## SPRINKLERS (Automatic)

Grinnell Company, Inc., Providence, Rhode Island.

## TIRES (Industrial Truck)

General Tire & Rubber Co., E. Market St., Akron, Ohio.  
Goodrich Rubber Co., B. F. F. Akron, Ohio.  
Goodyear Tire & Rubber Co., 7144 E. Market St., Akron, Ohio.

## TIRES (Motor Truck)

General Tire & Rubber Co., E. Market St., Akron, Ohio.  
Goodrich Rubber Co., B. F. F. Akron, Ohio.  
Goodyear Tire & Rubber Co., 7144 E. Market St., Akron, Ohio.

## TRAILERS (Motor Truck)

**Fruehauf Trailer Co., 10936 Harper Ave., Detroit, Mich.**  
(See advertisement elsewhere in this issue.)  
General Motors Corp., Pontiac, Mich.

## TRUCK BODIES (Refrigerated)

**Fruehauf Trailer Co., 10936 Harper Ave., Detroit, Mich.**  
(See advertisement elsewhere in this issue.)  
International Harvester Co. of Am., 180 No. Michigan Ave., Chicago, Ill.

## TRUCKS (Drum)

The Colson Corp., Elyria, Ohio.

## TRUCKS (Hand)

**Fairbanks Co., 398 Lafayette St., New York, N. Y. (Lift, platform and stevedore)**  
Hamilton Caster & Mfg. Co., Dept. D, Hamilton, Ohio.  
International Engineering, Inc., 1145 Bolander Ave., Dayton, Ohio.  
(See advertisement elsewhere in this issue.)  
Self-Lifting Piano Truck Co., Findlay, Ohio. (Special piano)  
(See advertisement elsewhere in this issue.)  
Service Caster & Truck Co., 517 N. Brownswood Ave., Albion, Mich.  
Standard Pressed Steel Co., Box 560, Jenkintown, Pa. (Platform)  
(See advertisement elsewhere in this issue.)

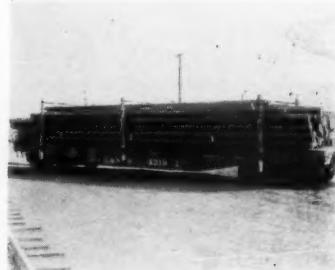
with hydraulic power for raising and lowering both the boom and chute. Each operation can be done alone, or two operations can be carried out simultaneously, as raising and traveling.

The flight attachments are of angle steel held securely by  $\frac{1}{2}$ -in. rivets to the extra-heavy side bar of the drag chain, giving the attachments even greater strength than the drag chains themselves. As the trough or boom has solid steel side throughout its length, it will not sag or twist. Rollers instead of sprockets are used at both the head and foot ends. Manufactured by The Jeffrey Mfg. Co., Columbus, Ohio. *DandW*.

## Loading and Unloading of Poles Simplified

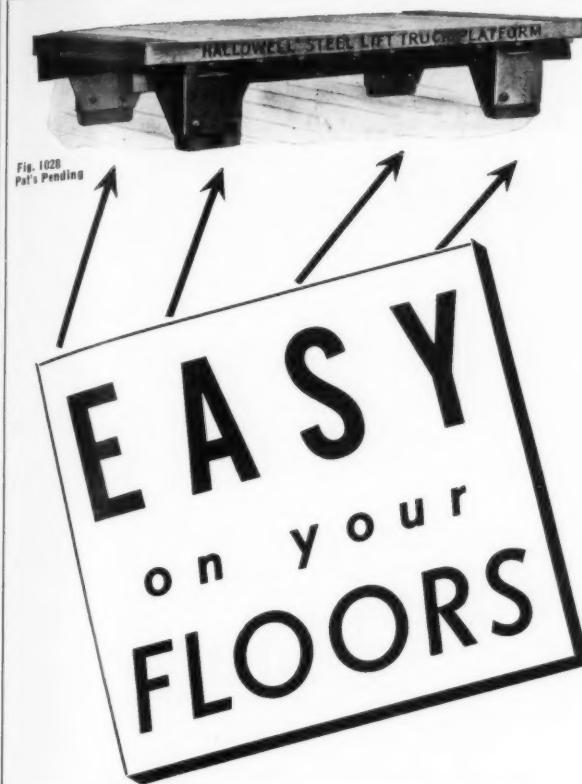
PROVIDING an economical solution to the problem of safely shipping creosoted poles and pilings is the latest use developed for the Acme Unit-Load System.

This approved loading method employs the use of three Acme flat steel unit-load bands, securely tensioned and sealed around the entire load of poles to form a single unit as illustrated. The stakes opposite each other are connected at the top of the load with smaller bands. Delays in transit and losses of poles en route are eliminated.



An 8-page illustrated booklet is now being distributed by Acme Steel, describing the loading procedure as well as a suggested method to be used by receivers in unloading the poles.

Copies of the booklet will be supplied free of charge on request to Acme Steel Co., 2840 Archer Ave., Chicago, Ill. *DandW*.



## "HALLOWELL" LIFT TRUCK PLATFORMS

This platform can save a heap of wear and tear on your flooring. The distinctive leg construction with endgrain wood blocks set in pressed steel leg holders lets them set down as gently as a cat's paw. These leg holders are hydraulically riveted so they can't get wobbly while the wood blocks actually "wear like iron." The blocks being removable can be easily changed should a different height be desired.

A complete range of sizes of this type platform is available. Also we can supply other styles if preferred. Write for descriptive literature telling all about them.

You'll find no end of uses for this handy four wheeled wagon truck. The steel platform will stand all kinds of abuse. Ask us more about them.



Fig. 748 Pat. Applied For

### STANDARD PRESSED STEEL CO.

BRANCHES JENKINTOWN, PENNA.

BOSTON  
DETROIT  
INDIANAPOLIS

BOX 560

BRANCHES  
CHICAGO  
ST. LOUIS  
SAN FRANCISCO

### TRUCKS (Jack)

The Colson Corp., Elyria, Ohio.

### TRUCKS (Refrigerator)

Gimmison Mfg., George F., 6 Dayton Ave., Dayton, Ohio.

International Engineering, Inc., 1145 Bolander Ave., Dayton, Ohio.

Self-Lifting Piano Truck Co.; Findlay, Ohio.

### CARRY-ALL

Safer — Faster — Easier

Handles any type or size household refrigerators, stoves, safes, filing cabinets, etc. All trucks padded.

The only refrigerator truck that rolls on steps with revolving skid belts. Will not damage finish, pads, brass edges.

Four Models. Prices from \$16.00 to \$32.00. Model B, shown with adjustable lift 3" x 7". Can be obtained with Stationary lift 3" x 24".

Send for Circular.

GEORGE F. GIMMISON, Mfg.  
6 Dayton Ave.

Dayton, Ohio



\$20.00

### WHEELS (Industrial Truck)

Fairbanks Co., 398 Lafayette St., New York, N. Y.  
(See advertisement elsewhere in this issue.)

International Engineering, Inc., 1145 Bolander Ave., Dayton Ohio.

## TRUCKS Refrigerator—Platform and Trailer

Deliver your Refrigerators  
on Rubber

Type x—\$21.00  
Type y—22.50

Ask for  
Catalogue



International Engineering Inc.  
Dayton, Ohio

15 Park Row, N. Y.



The Balance Refrigerator Truck lifts and carries the load, makes loading and handling on stairs easy work. Wheels in handle make ramp unnecessary. X-70 Refrigerator Truck, heavy duty model, fits all cabinets, with or without legs or in the crates. The right truck for your work will save you much time and heavy lifting. Write for data and prices.

SELF LIFTING PIANO TRUCK COMPANY  
FINDLAY, OHIO

# What Warehousing Affords the Shipper

- 1—Freight can be saved in substantial sums, if shipments are being made LCL from factory, or if a distant warehouse is used.
- 2—Nearness of stocks encourages customers to buy. Manufacturers who force their trade to wait for a week or two lose orders to those who have a convenient supply close at hand.
- 3—Sometimes storage space is scarce at the plant, and stocks can be scattered at strategic spots throughout the country. Often this is cheaper than building or using valuable factory space.
- 4—In the event of fires or strikes at home, stocks in warehouses close to the market make it possible to serve customers without interruption.
- 5—Fire insurance is almost always less in a warehouse than in the factory.
- 6—A uniform manufacturing operation can be carried on throughout the year, on seasonal goods, and stored in warehouses for the sales period. This reduces cost of manufacture as overhead and expense are constant.
- 7—Warehousing is better than consigned stocks because one stock will serve many jobbers, full control of merchandise is always had and no information is disclosed where it should not be.
- 8—Warehouse receipts can be used for financing. This is considered excellent collateral by banks and these assets are separately considered.
- 9—Often goods are damaged in transit. The warehouse carefully checks each incoming lot and includes carrier's inspection report with receipt for claim purposes. The goods always reach the customer in good condition.
- 10—Local traffic matters are studied and freight shipments given best routing. Ordinarily, it is difficult for the most efficient traffic department to know all changes in distant parts of the country.
- 11—The warehouseman will keep you informed of local tax, legislative and labor conditions, which mean real money to the manufacturer.
- 12—Bonded warehouses for *every* purpose are available, and useful.
- 13—Public warehousing is a tool of commerce that is as beneficial to business as Dun and Bradstreet, transportation agencies, insurance companies, banks and advertising organizations.

R. A. Paulson

BIRMINGHAM, ALA.

1880 — 1938

**HARRIS**Over 55  
Years of  
Service**Transfer & Warehouse Co.**

8 South 13th St., Birmingham

**— FIREPROOF WAREHOUSES —**

Merchandise and Household Goods

- **STORAGE**
- **DISTRIBUTION**
- **CARTAGE**
- **FORWARDING**

Pool Cars Handled

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**STRICKLAND****Transfer & Warehouse Co.**

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General Merchandise Storage and Distribution  
Pool Car Service a Specialty—Motor Truck Service  
Centrally Located—Free Switching from All R.R.s.

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**WITTICHEN****Transfer & Warehouse Co.**

Fireproof Warehouse

Household Goods and Merchandise  
Agents: Aero Mayflower Transit  
Company

MOBILE, ALA.

**Merchants Transfer Company****HEAVY HAULING—STORAGE**Pool Cars and General Merchandise—Bonded  
Authorized Transfer AgentsA.T.&N., G.M.&N., L.&N., M.&O. &  
Southern Railroads. Pan Atlantic S/S Corp.

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**Alabama Transfer & Warehouse Co.**

500 Block North Perry St.

BONDED — FIREPROOF —  
WAREHOUSE  
STORAGE & DISTRIBUTIONMembers N.F.W.A. — A.W.A. — So.W.A. —  
A.C.W. — A.V.L.

MONTGOMERY, ALA.

**MOELLER TRANSFER & STORAGE CO.**

210-220 COOSA STREET

Merchandise and Household Goods

Low Insurance Rate Bonded Trucking Service

Pool Car Distribution

Members: A.W.A., N.F.W.A., So.W.A.

TUCSON, ARIZONA

**Tucson Warehouse & Transfer Co.****POOL CAR DISTRIBUTORS****FIREPROOF STORAGE**

110 East Sixth Street

Tucson, Arizona

**FORT SMITH, ARK.**W. J. ECHOLS,  
PresidentMONTGUE WILLIAMS,  
Vice-PresidentJ. MONTAGUE WILLIAMS,  
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General Merchandise Storage, Forwarding.

Pool Car Distribution.

35,000 Square Feet Floor Space.

Modern Fire Proof Building. Sprinkler Equipped.

Lowest Insurance Rate.

On St. Louis, San Francisco Railroad Reciprocal Switching.

**FORT SMITH, ARK.****O K TRANSFER & STORAGE CO.**

201 Rogers Ave.

Storing—Shipping—Moving—Packing  
Complete Storage and Distribution Service  
Free Switching from All Railroads  
Low Insurance Rates

26 Years of Satisfactory Service

**LITTLE ROCK, ARK.****Commercial Warehouse Co.**

801-7 East Markham Street

A Complete Branch House Service  
Fireproof Sprinklered — Low Insurance  
Private Railroad Siding — Quick Service**LITTLE ROCK, ARK.**Arkansas' Largest Warehouse  
Merchandise—Household Storage**TERMINAL WAREHOUSE CO.**

LITTLE ROCK

ARKANSAS

Member American Warehousemen's Association

American Chain of Warehouses.

Agent for Allied Van Lines, Inc.

- Absolutely Fireproof
- Low Insurance Rates
- Pool Car Distribution
- Compartments for Household Goods
- 

**LONG BEACH, CAL.****STORAGE-TRUCKING****DISTRIBUTION****FREIGHT-MACHINERY****TRUCK CRANES****RIGGING**

457 GOLDEN AVE. • P.O. BOX 237

**LOS ANGELES, CAL.**

The newest and most modern storage building in the West.

Our central location and unexcelled facilities make us the logical ware-  
house for distributing Household Goods forLos Angeles, Hollywood, Beverly Hills, West Los Angeles, and Westwood  
Hills.

"Our policies are reciprocity and prompt remittances."

"The Most Beautiful Depository in the World!"

**AMERICAN STORAGE CO.**  
3634 BEVERLY BOULEVARD**LOS ANGELES, CAL.**OPERATING WAREHOUSES  
IN PRINCIPAL CITIES OF CALIFORNIANine  
Metropolitan  
Locations**BEKINS**  
VAN & STORAGE CO.  
1335 S. Figueroa St.  
HERB HOLT, Mgr.

For the convenience of shippers, this section is arranged geographically

## LOS ANGELES, CAL.

Efficient Warehousing and Distribution  
California Warehouse Co.

1248 Wholesale St.

Los Angeles



Merchandise exclusively—Specialist in food distribution—Sprinklered concrete building—Central location—Spur track—Low insurance—Cartage service.

Represented by

## American Chain of Warehouses

250 Park Ave.,  
New York City53 W. Jackson Blvd.,  
Chicago, Ill.

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AN "ASSOCIATED WAREHOUSE"

DAVIES WAREHOUSE COMPANY  
GENERAL OFFICES: 164 SOUTH CENTRAL AVE.

First merchandise warehouse in Los Angeles—and STILL the FIRST . . . Established 1893 . . . MORE THAN ORDINARY SERVICE . . . We invite inquiries relative to your warehouse problems.

MEMBERS: A.W.A. SINCE 1898 . . . C.W.A. . . . L.A.W.A.

## LOS ANGELES, CAL.

Completely Equipped  
Merchandise  
LOS ANGELES WAREHOUSE CO.  
316 Commercial Street  
Household Goods

## LOS ANGELES, CAL.

METROPOLITAN  
WAREHOUSE CO.

Merchandise Warehousing  
and Distribution  
U. S. Customs Bonded

Reinforced Concrete Sprinklered Building  
Centrally Located in Metropolitan Area  
Fire Insurance Rate 11.7 Cents  
1340-1356 EAST SIXTH STREET

LOS ANGELES

MEMBER

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Chicago, Ill. New York City

Offices for Rent

Telephone and  
Secretarial Service  
Sub Basement for  
Cool, Dry Storage

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1930 S. Vermont Avenue, Los Angeles

**LYON**  
VAN AND STORAGE CO.

SERVES CALIFORNIA



## LOS ANGELES, CAL.

## Overland Terminal Warehouse

1807 E. Olympic Blvd.

(NINTH AND ALAMEDA STS.)

SERVED BY THE UNION PACIFIC RAILROAD

General Merchandise Storage

U. S. Customs Bonded Warehouse No. 11

Cool Room Accommodations

FOR COMPLETE INFORMATION WRITE US DIRECTLY  
OR HANDLE WITH OUR ASSOCIATES

CROOKS TERMINAL WAREHOUSES, INC.

CHICAGO NEW YORK KANSAS CITY  
433 W. Harrison St. 271 Madison Ave. 1104 Union Ave.  
OR NEAREST GENERAL AGENCY  
UNION PACIFIC RAILROAD

## LOS ANGELES, CAL.

Specializing in

STORAGE & DISTRIBUTION  
of Food Products

WE OFFER SHIPPERS COMPLETE SERVICE IN STORAGE AND DISTRIBUTION, PLUS THE ADDED CONVENIENCE OF AUXILIARY SERVICES:

DRAYAGE FUMIGATION OFFICES  
FINANCIAL ASSISTANCE SECRETARIAL SERVICE

An Efficient Organization to Administer Your Local Distribution

MEMBERS: C.W.A.—L.A.W.A.

## Pacific Commercial Warehouse, Inc.

923 East Third Street

Los Angeles

Represented by National Warehousing Service,  
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We Solicit Your Shipments and  
Pool Car DistributionPRUDENTIAL  
STORAGE AND MOVING CO.

1610 SOUTH VERNON AVE.  
FIREPROOF WAREHOUSE FOR HOUSEHOLD GOODS  
Members California Van & Storage Association  
National Furniture Warehousemen's Association

Los Angeles Port Rates  
To Be Increased

The City Council, Los Angeles, Cal., on June 30 approved an increase in wharfage rates at the harbor. The increase will become effective in about 40 days and are expected to bring the Harbor Commission an additional \$300,000 a year to be spent upon maintenance of port facilities.

Under the new tariff the wharfage rate on coastwise freight will be a straight 15 cents a ton. The present exceptions for certain commodities will be eliminated. The elimination of the exceptions would affect only from 10 to 25 per cent of the coastwise traffic, it is estimated.

The wharfage rate on intercoastal and offshore shipments will be increased from 15 cents to 25 cents a ton. On bulk commodities moving directly between ships and rail cars or conveyors without using a dock the rate will be increased from 5 to 10 cents a ton.

## LOS ANGELES, CAL.

**Star Truck & Warehouse Co.**  
 COMPLETE FACILITIES EFFICIENT SERVICE  
 Storage Distribution Drayage  
 Represented by Distribution Service

340,000 Square Feet

1817-1855 INDUSTRIAL STREET

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56 Motor Trucks

San Francisco

New York

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## UNION TERMINAL WAREHOUSE

General offices, 737 Terminal St.

Free and U. S. Customs bonded storage. The largest, most complete and efficient Warehouse and Distribution Service in the West. Insurance Rate as low as 11.8 cents per \$100 per year. Daily motor truck service to all parts of the city and Los Angeles Harbor.

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## Make Westland Warehouses

Your Distribution Headquarters  
in So. CaliforniaMember, A. W. A.  
C. W. A., L. A. W. A.

Write for Booklet

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Service

Westland  
Warehouses, Inc.  
4814 Loma Vista Ave.,  
Los Angeles, Calif.  
Room 1305  
18 So. Dearborn St.  
Chicago, Ill.



## OAKLAND, CAL.

## OAKLAND WAREHOUSE TERMINALS

FIFTH &amp; KIRKHAM STS.

OPERATED BY MERCHANTS EXPRESS CORP.

SAME OWNERSHIP AS

## Southern Pacific Terminal Warehouse

4TH &amp; BERRY STS., SAN FRANCISCO

OPERATED BY WALKUP DRAYAGE &amp; WAREHOUSE CO.

Modern buildings with lowest insurance rates and largest fleet of motor equipment in the bay area.

Most complete and efficient transbay service. Exclusive contracts all railroad store door services.

STORAGE & POOL CAR DISTRIBUTION OF  
FURNITURE AND MERCHANDISE

MEMBER AWA

## SHIPPER'S SERVICE SECTION

## CALIFORNIA

## SACRAMENTO, CAL.

ARTHUR E. TRAVIS, Owner

WESTERN VAN & STORAGE CO.  
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Merchandise and household goods Warehouse

Specializing in General Merchandise, Hops and Flour. Private Siding on S.P.R.R.—10-Car Capacity. Distribution of Merchandise and Household Goods Pool Cars.

## SAN FRANCISCO, CALIF.

Established in 1858

## FARNSWORTH &amp; RUGGLES

WAREHOUSING GENERAL MERCHANDISE

Pool Car Distribution. Motor Truck Fleet  
Freight distributing terminal, warehouses and offices  
FIRST, BRANNAN & FEDERAL STREETS  
In the heart of the shipping district

## SAN FRANCISCO, CALIF.

GIBRALTAR WAREHOUSES  
201 CALIFORNIA ST.OPERATED IN CONJUNCTION WITH  
OVERLAND FREIGHT TRANSFER CO.  
AND  
TILDEN SALES BUILDING

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## THE HASLETT WAREHOUSE CO.

280 Battery Street, San Francisco  
Largest and most complete storage and trucking service on the Pacific Coast.Operating in San Francisco, Oakland,  
Stockton and Sacramento.

S. M. HASLETT - President

Member: American Warehousemen's Assn.

American Chain of Warehouses, Inc.

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Complete  
Warehousing  
Service  
for  
General Merchandise  
Liquors - Drugs

Draying, Pool Car Distribution, Office Accommodations  
and Telephone Service

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EST. 1913

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TRANSFER AND STORAGE

812 FREMONT AVENUE

Coast to Coast Motor Van Service

Complete Moving and Storage Facilities

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## POOL CAR DISTRIBUTION

Established 1881

VENTURA  
TRANSFER  
COMPANY

Two Brick & Concrete Buildings for Storage  
and Distribution of Household Goods. Motor  
Truck Service.

Members of NFWA—YFA—Calif&SA  
Send Inquiries to P. O. Box 728

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SPECIALISTS IN STORAGE,  
DISTRIBUTION AND TRANSFER OF  
HOUSEHOLD GOODS  
1200 MADISON STREET

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## North Denver Transfer and Storage Company

**Modern Merchandise Warehouses**

A dependable agency for the distribution of merchandise and manufactured products.

Storage Cartage  
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Centrally Located



Free Switching

Office: 2016 Blake Street, DENVER, COLORADO

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We offer a complete service—Merchandise and Household Goods Storage, Pool Car Distribution, Moving, Packing and Forwarding.

We also operate the Weicker Transportation Co., a statewide daily motor freight service under regulation of the Public Utilities Commission.

Connections with Interstate Truck Lines to Principal Cities.

Burglar Proof Silver Vaults, Cedar Lined Rug Vault, Fumigating Vault, Private Lockers

**The WEICKER TRANSFER & STORAGE CO.**  
1700 Fifteenth Street  
DENVER COLORADO

Member of N. F. W. A.—A. C. W.—A. W. A.

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### ACORN Storage & Transfer

Pick Ups, Deliveries, Docking, Crating and Reshipping  
We Invite Inquiries Relative to Your Warehouse Problems  
Office and Show Room Facilities  
JAMES COWEN in Charge

180 Thousand Cu. Ft. Storage Space  
Merchandise & Household Storage

Consigned Stocks Handled  
Pool Car Distribution

## PUEBLO, COLO.



### BURCH WAREHOUSE AND TRANSFER CO. INC.

General Office and Warehouse  
200 SO. SANTA FE AVENUE

Modern Sprinklered Fireproof Building  
Freight Forwarding and Distribution  
Household and Merchandise Storage

PACKING AND SHIPPING

Member of May. W.A.—A. W. A.—Colo. W.A.

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U. S. Customs Bonded



### The Bridgeport Storage Warehouse Co.

General Offices 10 Whiting St.

**FIREPROOF STORAGE WAREHOUSE**

General Merchandise Storage and

Distribution

Household Goods, Moving, Packing and

Shipping

N. Y. N. H. and H. R.R. Siding

BRIDGEPORT, CONN.  
HARTFORD, CONN.

E. G. MOONEY, Pres.  
J. G. HYLAND, V-Pres.

## HARTFORD DESPATCH and WAREHOUSE CO., Inc.

STORAGE AND DISTRIBUTION DAILY THROUGHOUT CONNECTICUT AND MASSACHUSETTS. PRIVATE SIDING, COMPLETE FACILITIES FOR MOVING, PACKING AND SHIPPING OF HOUSEHOLD EFFECTS. WAREHOUSES AND TERMINALS AT SPRINGFIELD, MASS., AND BOSTON, MASS.

ALLIED VAN LINES' AGENTS

Member of: A.W.A.—A.C.W.—N.F.W.A.—C.W.A.

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M. E. Kiely, Mgr.

### DAVIS STORAGE COMPANY

335 East St., New Haven, Conn.

Modern Fireproof Merchandise and Household Goods Warehouse



Private seven-car Siding, adjacent to Steamship and R. R. Terminal. Large Freight Elevator. Large Freight Elevator. Pool and stop over cars distributed. Household Goods and Novelty Furniture Storage. Motor Truck Service to all towns in Connecticut. Low Insurance Rate. Prompt, Efficient Service.

## NEW HAVEN, CONN.

## STORAGE and DISTRIBUTION



Merchandise, automobiles, furniture—23 buildings—ADT supervised watchman service—Low insurance rates—15 car siding—Central location—Daily truck delivery service covering Connecticut and southern Massachusetts—Bonded with U. S. Customs.

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Members: A.W.A., N.F.W.A., C.W.A., M.T.A.  
of C., New Haven Chamber of Commerce,  
Hauling member Allied Van Lines, Inc.



## NEW HAVEN, CONN.

PAUL A. DAHLGARD, Owner



### West Haven Trucking Company

Storage Warehouses

Offices, 435 Congress Ave.

Household Goods, Storage, Packing, Shipping, Receiving

## TORRINGTON, CONN.

Established 1800

### THE E. J. KELLEY CO.

#### STORAGE WAREHOUSES

New England's Largest Transportation Company

Household Goods Packed, Stored, Shipped.

Merchandise Storage and Distribution.

Pool Cars Distributed in All Parts of Connecticut.

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J. P. ROGERS, Pres.

### CALVERT & ROGERS, Incorporated

General Merchandise Storage & Distribution

Pool Car Distribution & Hhg. Moving—Specialties

Refrigerators—Stoves—Washers—Motor Oils, Etc.

Private B&O. Siding, Langdon, D. C.

Security Storage Wins  
Interesting Case

To those engaged in the business of packing and shipping household goods, a recent decision in the District Court of the United States for the District of Columbia should have special interest. The case was that of Mark St. Clair Ellis and Rose St. John Mildway Ellis, plaintiffs vs. the Security Storage Co., Washington, D. C., defendant—At Law No. 86185.

In the fall of 1934, the defendant company, through its Paris office, concluded negotiations with the plaintiff which contemplated the carriage of certain goods from its location in Paris, France, to a designated destination in Washington, D. C. The household goods of the plaintiff were removed to the defendant's warehouse in Paris, packed and loaded in one of the large Security steel "lift" vans, and a smaller especially constructed wooden van case. At the plaintiff's direction, insurance against all risks of transportation and navigation, including breakage, was effected for a sum of \$11,000.00: \$10,000.00 on the household furniture, paintings, etc., and \$1,000.00 on silverware.

No single document constituted the contract, but simply a series of verbal and written communications passing between the two parties. After a temporary storage in Paris, the two vans were shipped by rail freight to Antwerp where they were loaded on the S. S. "ALLSUND," Danish Flag, under the general classification of used household goods and shipped via Baltimore, Maryland.

While at sea a fire broke out in the hold of the steamship, and it became necessary to fill the hold with live steam. With battened hatches the vessel proceeded slowly to the port of New York. Arriving there after a trip of about 11 days, the hatches were opened and fire was discovered to be still smouldering. Thereupon the hold was flooded with sea water and the fire extinguished. The vans were removed to the Manhattan Storage and Warehouse Co., New York, and the contents spread out to dry. A survey showed the contents of the vans in a seriously damaged condition, all paintings being practically ruined, and all furniture badly discolored, warped and loose. The silverware was saved entirely, and was restored to its original condition at an expense of \$125.00.

Under the General Average proceedings, the plaintiff advised the surveyors that his property had cost him about \$20,000.00 and agreed that with an allowance for depreciation he was reasonably satisfied, that at the time and place of shipment, \$16,000.00 was a fair valuation. A settlement was effected with the plaintiff by the Westchester Insurance Co., by the payment to him of the sum of \$7,500.00; the insurance company assuming the cost of \$125.00 for cleaning silverware, and allowing a 25 per cent salvage to the plaintiff.

The plaintiff recovered a further sum of \$3,016.10 from the General Average, so that his recovery was about \$13,141.10. Later the plaintiff sued the storage company for the sum of \$50,000.00, alleging that the shippers in effecting the insurance grossly under-estimated the value of his property.

He further alleged that he had instructed the defendant to ship his goods by an American Flag vessel, which allegation was denied by the storage company whose representative, having to do with the arrangements with the plaintiff, swore under oath in a legatory proceeding before a French Court, that no such instruction had been given, and that on the other hand, the plaintiff stated he was in no hurry for his goods, and wanted them forwarded in the cheapest possible manner.

Evidence during the trial developed that the S. S. "ALLSUND" had A-1 Lloyds rating. Further evidence showed that at the time the goods were in the plaintiff's residence in France, just prior to the time of removal, they were covered with insurance in a French company,

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Heated rooms for protection against freezing.

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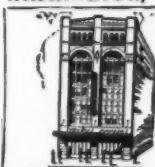
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STORAGE COMPANY

418 10th Street, N. W.

We Reciprocate Shipments

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Merchandise Storage—Custom Bonded—Pool Car Distribution  
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against fire and burglary, for about \$12,000.00. In declaring the goods at the customs in New York, the value was stated as \$11,000.00. Expert witnesses at the trial testified to a value well under the \$16,000.00 declared in the General Average, based on what comparative articles sold for at different times and places.

After a legal battle lasting 6 days the case was given to the jury on the single question of whether or not the defendant had breached the contract by deviating from the plaintiff's alleged instructions to ship on a vessel under American flag. If such a breach of contract had been made, the jury was to determine the amount of damages. Verdict was for the defendant.

It is of interest to know that under American practice a carrier may be liable for damages resulting from a deviation from shipper's instructions as to routing, but only when such instructions are written and not verbal. No doubt this had much to do with the jury's decision in the case.

Security Storage, Washington, Honors  
Its Assistant Treasurer

Miss Helen Howison, assistant treasurer of the Security Storage Co., Washington, D. C., who is well known to many of the members of the household goods storage industry, recently completed 25 yrs. of service with the company. Clarence Aspinwall, the president of the company, celebrated the event by tendering Miss Howison a dinner at the Chevy Chase Club, which was attended by the staff of the company, and the directors and their wives. Miss Howison was presented with a silver tray, suitably inscribed.

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Pool Car Distribution of Merchandise and

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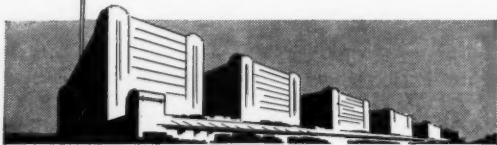
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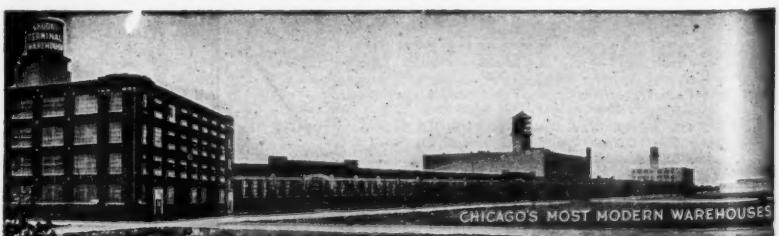
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LIBERAL LOANS MADE ON STAPLE COMMODITIES

## WAGE AND HOUR ACT

(Continued from page 8)

dis that comes to his plant from outside the state and that he handles from railroads, motor trucks, or other carriers. Likewise, thought will have to be given to the number of shipments that are made to destinations outside his state. As for "selling," warehousemen must consider the number of prospects in other states whose business is solicited and to the number of customers in other states to whom invoices for services rendered are sent.

In the preamble of Section 2 (a) of the Act, it is stated that the existence of what might be called sub-standard labor conditions "(4) leads to labor disputes burdening and obstructing commerce and the free flow of goods in commerce; and (5) interferes with the orderly and fair marketing of goods in commerce." Section 2 (b) states that it is the policy of this Act "to correct and as rapidly as practicable to eliminate" these conditions. In considering whether or not his operation is subject to the Act the warehouseman will want to determine if a strike or some other such labor situation at his plant would interfere with "the orderly and fair marketing" of goods being received from his customers outside his state and being sold in interstate commerce. The contents of pool cars, for example, may be considered in the category of such goods. It is conceivable, too, that such a labor difficulty could prevent the shipment from stocks in the warehouse of goods to destinations outside the state and being sold by the warehouseman's customers in interstate commerce, according to information contained in a bulletin sent out by the American Warehousemen's Assn.

Exemptions from the maximum hour provisions, only, do not apply to employees subject to the provisions of Section 204 of the Motor Carrier Act of 1934; employees of carriers subject to Part 1 of the Interstate Commerce Act; and employees engaged in the processing of sugar beets, sugar cane and related products into sugar (but not refined sugar) or into syrup.

As to the question of overtime, employees are to be permitted to work longer than the applicable work-week provided they receive compensation for such overtime at a rate of at least one and one-half times their regular rates of pay. On the other hand, employees are to be permitted to work longer than the applicable work-week without payment of overtime compensation "if they are employed under agreements either providing that no employee could work more than 1,000 hrs. during any period of 26 consecutive weeks, if either kind of agreement were reached through collective bargaining by representatives of employees certified as bona fide by the National Labor Relations Board; or for a period or periods not in excess of a total of 14 work-weeks in any calendar year in an industry found by the administrator to be of a seasonal nature."

For the foregoing classes of employees, overtime compensation will have to be paid, however, at the rate of at least time and one-half the regular rate for any work performed in excess of 12 hrs. in any work-day or in excess of 56 hrs. in any work-week.

There is to be complete exemption from all maximum hour provisions during a period or periods of a total of not more than 14 work-weeks in any calendar year, for employees engaged in the first processing or canning or packing of perishables or seasonal fresh fruits or vegetables, and in the first processing, within the area of production (as defined by the administrator), of any agricultural or horticultural commodity during seasonal operations, or in handling, slaughtering, or dressing poultry or livestock.

Any person aggrieved by an order of the administrator fixing minimum wages differing from rates set

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Modern buildings strategically located. Direct trackage connections with C&NW, B&O, Soo Line, PM, CGW, and B&OCT (bell line connecting all RRs.). Trap car reshipping. Local deliveries GWB trucks. Vacuum infestation protection. Cooler storage. U. S. Customs Bond. Offices available adjacent to stock.

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OFFERS LARGE AND SMALL SHIPPERS  
THREE MODERN CHICAGO  
MERCHANDISE WAREHOUSES

with convenient locations for local trade and excellent transportation facilities for national distribution. Chicago Junction In and Out-bound Union Freight Station—direct connections with thirty-eight railroads. Receiving Stations for Railroads, Express, Freight Forwarding, Electric and Boat Lines on premises.

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Complete water, rail and truck terminal, facilities with a "loop" location. Concrete dock for ocean, lake and river vessels—25 car siding capacity—own fleet of 69 trucks. Economical reshipping—tunnel—lighterage. One block from the main Post Office Building.

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COOL TEMPERATURES—CANDY STORED ALL YEAR

Ground Floor Warehouse Space with or without  
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"THE  
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Complete warehouse service with personal supervision.

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We solicit the handling of your Chicago Shipments  
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Warehouses Conveniently Located  
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4917 Broadway 1750 N. Clark St.  
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TRAFFIC DEPT.—3133 N. Halstead St.

forth in the statute, itself, can obtain a review of such order in the appropriate circuit court of appeals.

The penalties for conviction of violating the Act are to be a fine of not more than \$10,000 or imprisonment for not more than 6 mos. or both. Persons can be imprisoned only after having been convicted for more than one offense. Employers violating the wage or hour provisions are liable to the employees affected in the amount of their unpaid minimum wages or unpaid overtime compensation and in an additional equal amount as liquidated damages.

### Drawback Ruling

The commissioner of customs, Washington, D. C., has issued a new ruling which will expedite payment of drawback claims on merchandise shipped abroad in vessels which call at Puerto Rico en route. Shippers have experienced excessive delays in obtaining drawback payments due to lack of a definite record that shipments on which drawbacks were sought were not landed at Puerto Rico.

The commissioner of customs has authorized payment of drawback claims against such shipments without requiring either a non-landing certificate at Puerto Rico or a foreign landing certificate at destination.

### Paper Production Increase

Though no pick-up in sales is reported by newsprint manufacturers, it is felt that the top-heavy inventory situation which developed when customers stocked up heavily late last year in anticipation of the 1938 price rise is being rapidly cleared up. Officials state that buying will be resumed on a substantial scale sometime in August, and that production, which is now running at 60 to 65 per cent of capacity, will have to be increased during the final months of the year.

CHICAGO, ILL.

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In the modern building of Western Warehouse. No matter what facilities you require, you will find it more economical and satisfactory to take advantage of Western's unusual service.

Located on the edge of Chicago's famous Loop and only one block from the mammoth new Post Office, Western Warehouse is in the heart of all business activity. Write for complete information.

## WESTERN WAREHOUSING COMPANY

323 West Polk Street Chicago, Ill.

DECATUR, ILL.

## Decatur Warehouse Company

(Shumate Transfer)  
20-30 INDUSTRY COURT  
TRANSFER-STORAGE

MOVING—PACKING—DISTRIBUTION

BONDED : : LICENSED : : INSURED CARRIERS

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SINCE 1892  
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BROS.  
TRANSFER & STORAGE CO.

Office—601 E. WILLIAM ST.

Telephones 501 and 502

## Joliet Warehouse and Transfer Company

Joliet, Illinois

### MERCHANDISE STORAGE AND DISTRIBUTION

Best distributing point in Middle West.  
Located on five Trunk Lines and Outer Belt  
which connects with every road entering Chicago.  
No switching charges.  
Chicago freight rates apply.

PEORIA, ILL.

OUR DEPENDABILITY YOUR ASSURANCES  
OF SATISFACTION.

## FEDERAL WAREHOUSE CO.

800 So. Adams St. Peoria, Ill.

Peoria is the logical Center of Distribution for Illinois.  
We will be pleased to explain our service and facilities.

Member of C.I.W.A.—A.W.A.—N.F.W.A.

PEORIA, ILL.

**NATIONAL  
WAREHOUSE  
CO.**  
Est. 1920  
1323 SO. WASHINGTON ST.

- Merchandise Storage
- Pool Car Distribution
- Fireproof Building; Sprinklered
- Low Insurance Rate
- Private Siding
- Motor Truck Terminal

ROCKFORD, ILL.

## BARTLETT WAREHOUSE

Modern Plant C.&N.W. Siding Free Switching  
"Sparkling Service"

502-514 Cedar St. Phones: Main 133, 134

ROCK ISLAND, ILL.

THE CENTER OF THE QUAD-CITIES

160,000 POPULATION — RATE BREAKING POINT

MOTOR FREIGHT SERVICE IN ALL DIRECTIONS

FEDERAL BARGE LINE TERMINAL

C. B. &amp; Q. SIDING—FREE SWITCHING

## ROCK ISLAND TRANSFER & STORAGE CO.

Member of A. W. A.—N. F. W. A.

EVANSVILLE, IND.

## MEAD JOHNSON TERMINAL CORP.

EVANSVILLE, INDIANA

"Where Waterway . . . Railway . . . Highway Meet"  
With the most modern and most unusual River-Rail-Truck Terminal and Warehouse in the United States.

Located only ninety miles from the country's center of population. Served by six large railroads, many motor freight lines and the American Barge Line, Mississippi Valley Barge Line, Union Barge Line and independent towing operations.

Merchandise and food commodities of every description, from every part of the globe, can conveniently reach, be economically stored, and then efficiently distributed from Evansville.

Write for booklet completely describing the many unusual services available.

Member of A.W.A.

Represented by  
NEW YORK ALLIED DISTRIBUTION INC. CHICAGO  
11 WEST 42ND ST. PENN. 6-0968 1525 NEWBERRY AVE. MON. 5531

FORT WAYNE, IND.

## FORT WAYNE [ WITH MIGHT ] AND MAIN STORAGE CO. [ THE SAME ]

FIREPROOF AND NON-FIREPROOF BUILDINGS.  
Pittsburgh, Fort Wayne & Chicago R. R.; Grand Rapids & Indiana R. R.;  
Wabash R. R.—Private Sidings—Pool Car Distribution

FORT WAYNE, IND.

## MITCHELL SALES & STORAGE, INC.

### Merchandise Distributors

Modern Fireproof Warehouse—Centrally Located—PRR Siding—Low Insurance Rate—Pool Car Distributors. Motor Freight Terminal—Local Cartage Service—Branch Office Service.

Warehouse Receipts on Staple Commodities

FORT WAYNE, IND.

## PETTIT'S STORAGE WAREHOUSE CO.

"Fireproof" Buildings

## STORAGE, TRANSFER, DISTRIBUTION

Located in Center of Business District

We have our own truck line and are equipped to make prompt deliveries  
Private siding

HAMMOND, IND.

## GREAT LAKES WAREHOUSE CORPORATION

General Merchandise—Storage and Distribution

(Tel.—Ham'd 5700-81)

Established 1922

E. C. Faure

Vice-Pres. &amp; Mgr.

FACILITIES—150,000 sq. ft.

IHB RR: cap. 50 cars.

Located within Chicago switching district.

Transit privileges.

Motor truck service.

ASSOCIATION—Indiana Warehousemen's &amp; American Warehousemen's, Cold Storage

Division.

Members N.F.W.A., Allied Van Lines

HAMMOND, IND.

## JOHNSON

## Transfer and Fireproof Warehouse

MERCHANDISE AND HOUSEHOLD GOODS STORAGE

WAREHOUSE and OFFICE: 405 Douglas Str.

For the convenience of shippers, this section is arranged geographically

## INDIANAPOLIS, IND.

*"Coburn Service for Efficiency"*

**HENRY COBURN**  
**STORAGE and WAREHOUSE CO.**  
**Merchandise Storage, Distribution, Trucking**  
**Leased Space—Offices—Low Insurance**  
**Loans on Receipts**

## INDIANAPOLIS, IND.

**INDIANA TERMINAL & REFRIGERATING CO.**  
**232-240 S. PENNSYLVANIA ST.**

Tel. Riley 8661  
 For your Warehouse and Distribution Needs in Indianapolis and the State of Indiana.  
 Fireproof building; brick and concrete construction; sprinklered; low insurance rates.  
 Downtown location makes it ideal for—Branch Offices, Storerooms, Lease Space.

## INDIANAPOLIS, IND.

**Indianapolis Warehouse and Storage Co.**  
**330 West New York St.** Indianapolis, Ind.

Merchandise Warehouse, Brick, Sprinklered, 80,000 Square feet, private siding C.C.C. & St. L. Pool Car Distribution. Lease Space. Office Space.

Member of Ind. W. A. - Associated Warehouses, Inc.

## INDIANAPOLIS, IND.

**Strohm Warehouse & Cartage Company**  
**230 W. McCarty St.** Telephone RI. 5513

General Merchandise Cold Storage. Pool Car Distribution and Checking Out. All Merchandise on Check Out Cars Placed on Platform Ready for Delivery.

CCC & St. L. R.R. Modern Truck Equipment.

## INDIANAPOLIS, IND.

**TRIPP WAREHOUSE COMPANY**

1000 E. New York Street  
 Complete facilities for the storage and distribution of  
 MERCHANDISE  
 PRIVATE SIDING—BIG FOUR—CONNECTING WITH ALL  
 RAILROADS—NO SWITCHING EXPENSE. TRUCK SERVICE.  
 Member A. W. A.—Ind. W. A.

Write for complete description of services to meet your individual requirements.

## JEFFERSONVILLE, IND.

**FALLS CITIES TRANSFER CO., Inc.**

*Serving the Falls Cities*

Louisville, Ky., New Albany, Ind., Jeffersonville, Ind. Pick-up agents for all rail, water and truck lines. Merchandise Storage and Distribution. Penn. RR Siding

## SOUTH BEND, IND.



**GRAND TRUNK TERMINAL WAREHOUSE**

Office—406 S. Columbia Street, South Bend, Ind.  
 DRY STORAGE SPACE RENTALS COLD STORAGE  
 FACILITIES—Automatic Sprinkler System—Night and Holiday Watchmen—Low Insurance Rates—Eight Car Private Siding on Grand Trunk Western Railroad.  
 SERVICE FEATURES—Pool Car Distribution—Branch House Services—Office and Space Rentals—Ample Parking Space.

## TERRE HAUTE, IND.

**DISTRIBUTORS TERMINAL CORPORATION**

Private R.R. Track Capacity 21 Cars connecting with all lines. Merchandise Storage and Distribution a Specialty  
 Pool Cars Solicited  
 Motor Trucks for Store Door Delivery. Our clients do the selling—We do the rest. U. S. Licensed and Bonded Canned Foods Warehouse License No. 12-4.

## TERRE HAUTE, IND.

*Registered Under Indiana Laws*

**Terre Haute Warehouse & Storage Co.**

9 1/2 & Mulberry Sts., Terre Haute, Ind.

Storage, Distribution and Forwarding; Household Goods Crated, Packed and Hauled; Pool Car Distribution; Private R. R. Switch. Phone C 2782.

CHAS. MEWHINNEY, Mgr.

## CEDAR RAPIDS, IOWA

**AMERICAN TRANSFER & STORAGE CO.**

SINCE 1907

General Merchandise Warehousing and Distribution.

Modern Brick Warehouse, Sprinklered 80,000 Square Feet.

Siding on C. M. St. P. & P. Rd. Free Switching from Other Roads.

Motor Freight Terminal.

## CEDAR RAPIDS, IOWA

**Calder's Van & Storage Co., Inc.**

412 Ave. A, N.E. Cedar Rapids, Iowa

Merchandise and Household Goods Storage  
 Pool Car Distribution

Fireproof Warehouse Member of N.F.W.A.—Agent for Allied Van Lines, Inc.

## CEDAR RAPIDS, IOWA

**CEDAR RAPIDS TRANSFER & STORAGE**

**FIREPROOF WAREHOUSE**  
 ALL MODERN FACILITIES FOR EFFICIENT WAREHOUSING  
 AND DISTRIBUTION OF MDSE. AND H. H. GDS.

**MOTOR FREIGHT TERMINAL**

For Reputable Freight Lines  
 DAILY SERVICE IN EVERY DIRECTION  
 FREE SWITCHING FROM ALL RAILROADS ENTERING CEDAR RAPIDS  
 Special Warehouse for Farm Machinery and Heavy Equipment

## DAVENPORT, IOWA

**EWERT & RICHTER EXPRESS & STORAGE COMPANY**

At Davenport, Iowa, Rock Island and Moline, Ill.

Fireproof Warehouse on trackage. Phone Dial 3-363.

Branch office and Warehouse service—Mississippi Valley reaching St. Louis, Mo.

Pool- and Motor Truck Distribution.

Truck Terminal & Motor Trunk Service.

Members: A.W.A. N.F.W.A. I.A.W.A.

Associated Warehouses, Inc.

Agents, ALLIED VAN LINES.

MEMBER AMERICAN CHAIN OF WAREHOUSES

Fireproof  
 Warehouse  
 on  
 C. R. I. & P. Ry.

**MERCHANTS** 423  
**TRANSFER & STORAGE CO.** Western  
 Aves.

Merchandise Storage & Pool Car  
 Distribution

MEMBERS: A.W.A.—N.F.W.A.—I.A.W.A.—Furniture Storage

AGENTS—ALLIED VAN LINES, INC.

## DAVENPORT, IOWA



**ROEDERER**

TRANSFER AND STORAGE CO., 1460-1466 W. 4th Street

DAVENPORT, IOWA

Modern facilities for efficient warehousing and distribution of merchandise and household goods. Private siding. C.R.I. & P.R.R. Merchandise delivered twice daily to Rock Island—Moline—East Moline and Silvis, Ill.

## DES MOINES, IOWA

**BLUE LINE STORAGE CO.**

200-226 - Elm - Des Moines, Ia.

Merchandise and Household Goods Storage  
 Private Siding—Free switch from any R.R. entering Des Moines

Members: A.W.A.—N.F.W.A.—I.A.W.A.—M.O.W.A.

**William Richter**

William Richter, 67, secretary-treasurer of the Ewert & Richter Express and Storage Co., Davenport, Iowa, died at his home in Davenport on June 24 after a lingering illness.

Mr. Richter was a member of Trinity Lodge No. 208, Masons, a past president of the Davenport chamber of commerce; a director of Pine Knoll sanatorium, a trustee of the Davenport municipal art gallery; member of the vestry of Trinity Episcopal cathedral, and a member of the Davenport Rotary club. He served as chairman of the Rotary club sunshine committee for a number of years.

Mr. Richter was born in Davenport on June 12, 1871, a son of Mr. and Mrs. Traugott Richter. He married Miss Blondina A. Martens in Davenport, Aug. 11, 1896. He first entered business with his father as a furrier. In 1901, he and Herman Ewert founded the Ewert & Richter Express and Storage Co.

Surviving are the widow; two sons, William H., Jr., and Rudolph M. Richter, both of whom have been associated with their father in his business, his mother, Mrs. Wilhelmina Richter, Davenport; four brothers, Carl, Henry and August, all of Davenport, and Herbert in Wyoming; five sisters, Mesdames Louise Mason and Alma Chambers of Davenport, Elsie Kiefer of California, and Freda Banta of Galesburg, Ill., and Miss Gertrude Richter of LaSalle, Ill.; and three half sisters, Mesdames Horace Lawton of Davenport and Marie Barrett and Lulu Dempster, both of Omaha, Neb.

**Joseph Schick**

Joseph Schick, 74, vice-president of the Joe Schick & Sons Moving and Storage Co., and the Merchants Transfer & Storage Co., Davenport, Ia., affiliated firms, died June 20 from heart disease.

Born in Davenport Oct. 11, 1863, he joined with three brothers in 1883 in founding the Schick company and in 1903 established the Merchants Transfer & Storage Co., in which two sons, Arthur C., and Elmer C., are now active partners. The present buildings of both companies were erected and occupied in 1923. Mr. Schick was an active Mason.

Surviving besides his widow and the two sons in Davenport are a third son and two daughters.

**Shank Warehouse, Indianapolis.****Shows Progress**

The Shank Fireproof Warehouse Co., Indianapolis, Ind., shows increased activity during May and June, according to Mrs. Lew Shanks, president of the company. The outstanding job of the company, according to Irwin Walker, general manager, during that period was the moving of the office equipment of the Home Owners' Loan Corp. from its former location in the Insurance bldg. to the Occidental bldg., Illinois and Washington Sts.

The moving of the corporation, Mr. Walker said, was one of the largest moving jobs completed in the state in recent months, and involved the working out of many special details. Because of the nature of the corporation's business, the move had to be made in the shortest possible time. It started with the closing of the offices Saturday noon and by the following Monday morning the corporation was in its new location, and opened its offices for business at the regular time, the efficiency and equipment of the Shank Co. making it practical.

Another important contract being completed by the company is the moving of the household goods and effects of the Best Universal Lock Co., which recently moved its headquarters and factory to Indianapolis from Seattle, Wash. The company, located in the Cole

**DES MOINES, IOWA**

Member American Chain of Warehouses

Fire  
Proof  
Ware-  
house**MERCHANTS**  
TRANSFER & STORAGE CO.8th  
&  
MulberryTRY OUR SUPERIOR SERVICE  
40 years' warehousing nationally known accounts  
give you Guaranteed Service  
Daily reports of shipments and attention to  
every detail.**DES MOINES, IOWA**

ESTABLISHED 1880

**White Line Transfer & Storage Co.**

120 So. FIFTH AVE. DES MOINES, IOWA

Moving: Packing, Shipping, Consolidators and Forwarders

Fireproof and Non-Fireproof Storage of

AUTOMOBILES, INFLAMMABLES, HOUSEHOLD GOODS

MERCANDISE (All Kinds)

Private Sidings—Free Switching to and From All Lines Entering Des Moines

(Lowest Insurance)

Member: A. W. A., May. W. A., Ia. W. A., Mo. W. A.

**MARSHALLTOWN, IOWA**

IN THE HEART OF IOWA

**FIRE PROOF STORAGE CO.**

Church Street and First Avenue

Complete Distribution, Trucking and  
Storage Facilities

56,000 SQ. FT. FLOOR SPACE

Contract Operators for All Rail Lines

**MASON CITY, IOWA**

Your  
Clearing  
House of  
Commerce

Rendering a perpetual service for your  
traffic needs.

Complete facilities for modern storage  
and every type of local or overland  
freight transportation. Overnight delivery  
by 25 motor freight lines covering  
100 miles. Private railroad sidings and  
expert handling. Pool Car Distribution.  
Ask our Service Bureau for routings,  
rates and shipping advice FREE.

**MASON CITY  
WAREHOUSE CORP.**

MASON CITY, IOWA

Member: A.W.A., May.W.A.

**WATERLOO, IOWA****IOWA WAREHOUSE CO.**

Fireproof Warehouse Motor Truck Service

Distributing and Warehousing All Classes of  
Merchandise, Household Goods and Automobiles**EMPORIA, KANSAS**EVERY MODERN  
FACILITY**BAILEY'S**

NEW

**FIREPROOF STORAGE**MERCANDISE — FURNITURE — COLD STORAGE  
FIRE INSURANCE RATE 13c PER 100 PER YEAR  
Private Siding — Free Switching — Sprinklered**HUTCHINSON, KANSAS**

Aero Mayflower—A. W. A.

**CODY****Transfer & Storage Co.**Fireproof Warehouse—Merchandise and Household Goods  
Private siding — Free switching — Pool car distribution*For the convenience of shippers, this section is arranged geographically*

## KANSAS CITY, KANSAS

**INTER-STATE  
TRANSFER AND STORAGE COMPANY**  
FIREPROOF WAREHOUSE  
18th & MINNESOTA  
Packing, Moving, Storing and Shipping. Private Siding  
Agent for Allied Van Lines, Inc.  
L. J. CANFIELD, Proprietor Telephone Dr. 3420

## TOPEKA, KANSAS

Agent for Allied Van Lines, Inc.  
**TOPEKA TRANSFER and STORAGE Co., Inc.**  
Established 1880 N.F.W.A.  
FIREPROOF WAREHOUSES FOR MERCHANTISE & HOUSEHOLD GOODS  
TWICE DAILY TRUCK SERVICE TOPEKA-KANSAS CITY  
CITY-WIDE DELIVERY SERVICE  
Private Switch Connections AT & SF, C.R. & P., U.P. and M.P.  
Member of American Chain of Warehouses

## WICHITA, KANSAS

*A Modern Distribution and  
Warehousing Service*  
**Brokers Office & Warehouse Co.**  
Murray E. Cuykendall, Gen. Mgr.  
Member of American Chain of Warehouses

## WICHITA, KANSAS

Write or Wire  
  
Cassell  
TRANSFER & STORAGE CO.  
WICHITA, KANSAS  
Fireproof Storage and Sprinkler System  
MEMBER  
AMERICAN CHAIN OF WAREHOUSES

## WICHITA, KANSAS



## LEXINGTON, KY.

**THE UNION  
TRANSFER and STORAGE  
COMPANY, Inc.**  
**THREE LARGE  
WAREHOUSES**

Fireproof and Non Fireproof. Centrally Located.  
Warehouses on Private Sidings. Free Switching Charges.  
DISTRIBUTION OF POOL CARS A SPECIALTY  
MERCHANTISE AND HOUSEHOLD GOODS  
WE FURNISH MOTOR TRUCKS AND TEAM SERVICE

Member American Chain of Warehouses

## LOUISVILLE, KY.

**Most Centrally Located Warehouse and  
Motor Truck Terminal in Louisville**



Our Service Is Our Sales Force  
With a trained personnel and modern facilities  
for rendering efficient distribution service.  
ASK YOUR CUSTOMERS HERE.  
CHESTER BELL, Gen. Mgr.  
**KENTUCKY TERMINAL WAREHOUSE COMPANY**  
1101 West Kentucky St. Louisville, Ky.

## LOUISVILLE, KY.

**LAMPPIN  
WAREHOUSE COMPANY**

1409 Maple St., Louisville, Ky.

Merchandise Warehouse 50,000 square  
feet, Mill Construction, Sprinklered,  
private siding P.R.R. Distribution  
of pool cars.

## LOUISVILLE, KY.

**Louisville Public Warehouse Company**  
25 WAREHOUSES \$750,000 CAPITAL

Louisville Member  
AMERICAN CHAIN-DISTRIBUTION SERVICE, INC.  
Gen'l Mdse. ————— H. H. Goods

## LOUISVILLE, KY.

**Ninth Street Public Warehouse**

Warehousing in all its branches  
Sprinklered Buildings—Most Centrally Located with Rail and  
Truck Sidings. I. C. Railroad.

MAIN AT NINTH

bldg. on East Washington St., is shipping the house-  
hold goods of a number of executives, employees and  
their families to Indianapolis by freight.

The building occupied by the Shank Fireproof Ware-  
house Co., at 1430 No. Illinois St., is one of the most  
modern of its kind.

**Indianapolis Warehouse Bid  
Is Denied**

The Public Service Commission on June 27 denied a  
petition of the General Warehouse Corp. to operate a  
public warehouse at 209-211 W. South St., Indianapolis,  
Ind. Present facilities in that city are adequate, the  
commission ruled.

**J. M. Robinson**

J. Morris Robinson, 62, native of Louisville and former-  
ly manager of the Fireproof Storage Co., the same  
city, died at his home in Oklahoma City, Okla., June 27.  
He was manager of the Ramsey Tower, office and  
apartment building. He left Louisville 20 yrs. ago to  
join the staff of the Waldorf-Astoria in New York, and  
was later manager of the old Woodstock Hotel. He  
moved to Oklahoma City 6 yrs. ago. His wife, a brother  
Albert, of New York, survive him.

**Wilmington Tonnage Record**

Tonnage handled at the Port of Wilmington, Del.,  
during the fiscal year ended on June 30, was the greatest  
on record, according to officials of the Marine  
Terminal there. The tonnage for the past year was  
17.3 per cent higher than in the corresponding period  
in 1936-1937. During the past year, 592,969 tons were  
handled, compared with 505,500 during the preceding  
year.

## ALEXANDRIA, LA.

## ALEXANDRIA IN THE HEART OF LOUISIANA

Bonded Brick & Concrete Warehouse. Storing, Packing. Pool Car Distribution. Agents Aero Mayflower Transit Co. Private Sidings L&A.S., P.&R.I. Ry.



## Carnahan's Transfer &amp; Storage

Member of A.W.A.-May W.A.-S.W.A.

## BATON ROUGE, LA.

L. C. STEPHENSON, Mgr.

## GLOBE STORAGE COMPANY, INC.

520 FRONT ST.

BATON ROUGE, LA.

## PROMPT SERVICE

General Storage  
Merchandise Distribution  
Pool Car Handling  
Forwarding

Modern Bonded Warehouse  
Sprinkler Protected  
Railroad Siding on  
Illinois Central and Missouri Pacific

## NEW ORLEANS, LA.

R. W. DIETRICH, President

## Importers' Bonded Warehouse

(Member of A.W.A.)

and

## Bienville Warehouses Corporation, Inc.

(Member of A.C.W.)

Office, 340 Bienville St.

## NEW ORLEANS, LA.

Complete Warehousing and Distribution Service for New Orleans and its territory. 200,000 square feet of storage space with track room for 30 cars at one placement. Licensed by and bonded to the State of Louisiana and the U. S. Government.

New York Representative  
MR. J. W. TERREPORTE  
250 Park Avenue  
Telephone: Plaza 3-1235

Chicago Representative  
MR. W. H. EDDY  
53 W. Jackson Blvd.  
Telephone: Harrison 1496

## NEW ORLEANS, LA.

E. B. FONTAINE, Pres. &amp; Mgr.

## Commercial Terminal Warehouse Company

INCORPORATED

## Modern Merchandise Warehouses

A dependable agency for the distribution of merchandise and manufactured products.

Storage Cartage Forwarding Distributing  
Bean Cleaning and Grading Fumigating

Office 402 No. Peters Street

LOUISIANA

## NEW ORLEANS, LA.

Douglas Shipside Storage Corporation  
Douglas Public Service Corporation

New Orleans, La.  
Sprinklered storage—1,050,000 square feet.  
Mdse. and Furniture.  
Switch track capacity—100 cars.  
Nine warehouses convenient to your trade.  
Loans made against negotiable receipts.  
Trucking Department operating 105 trucks.  
Insurance Rates 12c to 46c.

Represented by  
Distribution Service, Inc.  
New York Chicago  
San Francisco

## NEW ORLEANS, LA.

## NEW ORLEANS, LA.

2nd PORT, U. S. A.

All cement warehouses, low insurance, low handling costs.  
Located on Mississippi River—Shipside connection.  
Electrical unloading and piling devices provided to eliminate damage in handling.  
Excellent switching connections, with all lines entering New Orleans.

INDEPENDENT WHSE. CO., Inc.  
New Orleans, La.

## NEW ORLEANS, LA.

## Standard Warehouse Co., Inc.

100 Poydras St., New Orleans, La.

Represented by  
NEW YORK BELIED DISTRIBUTION INC. CHICAGO  
11 WEST 42ND ST. PENN 6-0966 1525 NEWBERRY AVE. MON 5531

Complete Warehousing Service

## SHREVEPORT, LA.

"In the Heart of the Wholesale District."

## CENTRAL STORAGE &amp; TRANSFER CO.

700-712 COMMERCE ST.

SHREVEPORT, LA.

## Merchandise and Household Goods

Private siding KCS. Free switching. Pool Cars distributed. Motor fleet of 6 modern trucks. Branch office and showroom facilities. Agents of Forwarding, Carloading and Steamship companies. We can help you.

## SHREVEPORT, LA.

## Terminal Warehouse &amp; Transfer Co., Inc.

Office 629-31 Spring St.

Merchandise and Household Goods Warehouse, sprinklered, 40,000 square feet; private siding on K.C.S. Distribution of Pool Cars. Transfers Household Goods.

Member of A.W.A.—May W.A.—S.W.A.

## BANGOR, MAINE

## McLAUGHLIN WAREHOUSE CO.

Established 1875

Incorporated 1918

## General Storage and Distributing



Rail and Water Connection—Private siding  
Member  
American Chain of Warehouses  
American Warehousemen's Association  
National Furniture Warehouses Association



## PORTLAND, MAINE

## Atlantic Storage &amp; Warehouse, Inc.

P. O. Box 784

71 Kennebec Street

Warehousing and Distribution of General Merchandise  
except goods detrimental to foodstuffs

Modern, fireproof construction

Sprinkler system protection

Insurance rate 16 1/2 c

Free switching with all

railroads

Storage in transit privilege

on flour, canned goods, potatoes, paper and paper bags

Warehouse space for rent, office or desk room



For the convenience of shippers, this section is arranged geographically

## BALTIMORE, MD.

For Details See Directory Issue  
Distribution and Warehousing  
**BALTIMORE FIDELITY WAREHOUSE CO.**  
T. E. WITTERS, President  
Baltimore's Most Modern Merchandise Warehouses  
Rail and Water Facilities  
Pool Car Distribution—Storage—Forwarding  
Private Siding Western Maryland Railway

## BALTIMORE, MD.

Thomas H. Vickery,  
Pres. E. E. Bachmann,  
Secy and Mgr.  
**BALTIMORE STORAGE CO., INC.**  
N. W. Cor. Charles and 26th Sts.  
MODERN FIREPROOF WAREHOUSE. EVERY FACILITY FOR  
THE HANDLING OF YOUR SHIPMENTS.  
Exclusive Agents Maryland and Vicinity for  
AERO MAYFLOWER TRANSIT CO.  
Vans Coast to Coast Canada and Mexico

## BALTIMORE, MD.

**CAMDEN WAREHOUSES**

Operating Terminal Warehouses on Tracks of  
The Baltimore & Ohio Railroad Co.  
Storage—Distribution—Forwarding  
Tobacco Inspection and Export—Low Insurance Rates  
Consign Via Baltimore & Ohio Railroad

## BALTIMORE, MD.

**MAIN OFFICE: 400 KEY HIGHWAY**

Agents: Allied Van Lines, Inc.

OFFERING THE MOST COMPLETE MOVING,  
HAULING AND WAREHOUSING SERVICE IN  
BALTIMORE. DISTRIBUTORS OF NATION-  
ALLY KNOWN PRODUCTS. FLEET OF  
DELIVERY TRUCKS COVERING CITY AND  
VICINITY TWICE DAILY.

U. S. Customs Bonded Draymen  
MEMBERS: Md.F.W.A. • N.F.W.A. • A.T.A.

**DAVIDSON**

**TRANSFER & STORAGE COMPANY**

BRANCHES: New York City • Newark • Philadelphia • Washington

## BALTIMORE, MD.

**FIDELITY****STORAGE CO.**

2104-6-8 MARYLAND AVE.

Your Clients Efficiently Served  
All Collections Promptly Remitted

**MOTOR FREIGHT SERVICE**

Household Goods Pool Car Distribution Merchandise

Maryland Furniture Warehousemen's Association

National Furniture Warehousemen's Association

**Baltimore's Modern Fireproof Warehouse**

MARTIN J. REILLY, PRES.

A. BERNARD HEINE, VICE-PRES.

Agent for Allied Van Lines, Inc.

## BALTIMORE, MD.

Terminal for Southern Pacific  
Steamship Lines

**RUKERT TERMINALS CORPORATION**

1409-17 THAMES STREET

BALTIMORE, MARYLAND

8 MAJOR SERVICES CO-ORDINATED—Stevedoring . . . Cargo superintendence . . . Weighing and sampling . . . Custom house brokerage . . . Forwarding . . . Warehousing . . . Poolcar distribution . . . Financing.

## BALTIMORE, MD.

**McCORMICK**

**WAREHOUSE  
COMPANY**

**LIGHT AND BARRY  
STREETS**

## BALTIMORE, MD.

Concrete sprinklered warehouse centrally located.  
Private siding handling CL shipments via B&O,  
WM R.R. and PENN R.R. Low storage and  
insurance rates. Negotiable receipts issued.  
Pool car distribution. Motor truck service.  
Baltimore Port rates on CL via M & M T Co.,  
from New England.

## BALTIMORE, MD.

\* AN ASSOCIATED

**Terminal Warehouse Co.**

Operating four Modern Warehouses on tracks of  
Pennsylvania Railroad Company.

**Trucking Storage  
Pool Car Distribution  
Financing Bonded Space**

Founded  
1893

Resources  
\$750,000



## CUMBERLAND, MD.

**Bennett Transfer & Storage Co.**

Main Office and Warehouses

Henderson Boulevard and Franklin St.

Day and Night Phones 3060



Furniture and Merchandise Warehousing  
Pool Car Distribution and Forwarding  
Member of N.F.W.A. Agents for Allied  
Van Lines, Inc.

## BOSTON, MASS.

**SHIPPING TO BOSTON?**

Use our complete facilities for  
the expert handling of house-  
hold goods.

Modern equipment for lift vans  
and containers.

**T. G. BUCKLEY COMPANY, 690 DUDLEY ST., BOSTON**  
ESTABLISHED 1880—FIFTY-SEVENTH YEAR.

Members—N.F.W.A.—Mass. F. W. A.—A.V.L.—Can. W. A.

## BOSTON, MASS.

Established 1886  
PACKING MOVING  
D.W. DUNN CO.  
STORING SHIPPING  
COMPLETE WAREHOUSING FACILITIES  
CONTAINER SERVICE  
46 Bromfield St. Member May W. A. 3175 Washington St.

## The New Tax Law

(Continued from page 9)

When we discussed tax rates, we saw that individuals were not affected, but corporations given a real shake-up. The picture is just the other way around when we come to consider the method of taxing profits and losses on securities and other capital assets. The corporate situation continues as before; namely, their net capital gains are taxed in the same way as their other income and their net capital losses are limited in deductibility to a maximum of \$2,000. In the case of individuals, a drastic change has been made. Under the old law, profits and losses were figured on a sliding scale basis whereby the longer the assets were owned, the smaller was the percentage of profit or loss to be reported. The scale ran from 100 per cent for assets owned less than a year, to 30 per cent for assets owned more than 10 yrs. The amount of the net "gain" was taxable in the regular way, which meant that the tax could be anywhere up to 79 per cent (that is, the 75 per cent maximum surtax rate on individuals, plus the 4 per cent normal tax). Net losses, however, were, as in the case of corporations, limited to a maximum deduction of \$2,000.

Beginning with 1938, capital assets are divided into two classes—short term and long term. They are short term if held 18 mos. or less and long term if held more than that. Short term losses can be matched only against short term profits, and long term losses only against long term profits. In the case of short term assets, if there is a net profit, it is taxed in the regular way as at present. However, if there is a net loss on short term assets, no deduction is permitted at all in the current year, but the net loss can, with certain limitations, be carried forward into the next year as a deduction from net short term profits, if any, in that year.

Now let us consider long term assets. On them, the principle of the sliding scale is continued, but with different and simpler gradations. On assets owned between 18 mos. and 2 yrs., two-thirds of the profit or loss need be reported for tax in the regular way. On assets owned more than 2 yrs., only one-half of the profit or loss need be reported. However, in the case of net long term gains, the tax cannot exceed 20 per cent of the full amount (not the two-thirds) on the 18 mos. to 2-yr. holdings, and 15 per cent of the full amount on the more than 2-yr. holdings. Conversely, in the case of net long term losses, the tax reduction cannot be more than 20 per cent of the full loss on the 18 mos. to 2 yr. assets, and 15 per cent of the full loss from assets held more than 2 yrs. However, and this perhaps is one of the outstanding relief phases of the new law—it is now possible to eliminate the tax entirely through long term losses, whereas heretofore the maximum effect was a deduction of \$2,000. There can be no carrying forward of long term net losses into the succeeding year.

A few examples may be helpful. Suppose stock held less than 18 mos. is sold in 1938 for a profit of \$10,000. It is taxable in full in the regular way. If instead of a profit, there is a loss, no deduction can be taken in 1938, but the \$10,000 can, with certain limitations, be deducted in 1939 from any net profits on assets held 18 mos. or less. Suppose in 1938 stock held between 18 mos. and 2 yrs., is sold at a profit of \$12,000, and stock held for more than 2 yrs. is sold at a profit of \$10,000. Of the \$12,000, only two-thirds or \$8,000 would be reported for tax in the regular way, and of the \$10,000 item, only 50 per cent or \$5,000. In no event, could the tax on these two profits exceed \$3,900 (that is, 20 per cent of \$12,000 and 15 per cent of \$10,000). If, instead of profits there were losses in these amounts, they would be deductible to the extent of \$8,000 and \$5,000

(Concluded on page 63)

## BOSTON, MASS.

## CLARK-REID Co., INC.

GEO. E. MARTIN, President

GREATER BOSTON SERVICE  
HOUSEHOLD GOODS STORAGE—PACKING—SHIPPINGOFFICES { 380 Green St., Cambridge  
83 Charles St., Boston

Mass. F.W.A. Conn. W.A. N.F.W.A. A.V.L.

## BOSTON, MASS.

## CONGRESS STORES, Inc.

38 STILLINGS ST.

PERSONAL  
SERVICEGENERAL  
MERCANDISE STORAGECENTRAL  
LOCATION

## Pool Car Distribution

Sidings on N. Y., N. H. &amp; H. R. R.

Protected By  
A.D.T. ServiceMember  
Mass. Warehousemen's Assn.

## BOSTON, MASS.

## FEDERAL WAREHOUSE, INC.

34-38 MIDWAY ST., BOSTON, MASS.

Storage Capacity, 100,000 Sq. Ft.

Low insurance rate, direct track connection N. Y., N. H. &amp; Hartford R. R. General Merchandise. Storage and distribution. A.D.T. Protection System. Negotiable and Non-negotiable warehouse receipts. Space reserved for merchandise requiring non-freezing temperature.

Pool Car Service  
William F. Heavey, President and General Manager  
Member American Warehousemen's Assn.

## BOSTON, MASS.

CHARLES RIVER STORES 131 Beverly Street ALBANY TERMINAL STORES 137 Knobell Street Boston and Mains R. R. Boston and Albany R. R.

DIVISIONS OF

## FITZ WAREHOUSE

AND

## DISTRIBUTING CO.

## GENERAL MERCANDISE STORAGE

Free and Bonded Space — Pool Car Service  
Successors toFRANCIS FITZ CO. AND THE GENERAL  
STORAGE DIVISION OF QUINCY MARKET  
COLD STORAGE AND WAREHOUSE CO.

Rail and Motor Truck Deliveries to All Points in New England

Represented by

NEW YORK ALLIED DISTRIBUTION INC. CHICAGO  
II WEST 42ND ST. PENN. 6-0968 1525 NEWBERRY AVE. MON. 5531

## BOSTON, MASS.

## Hoosac Storage and Warehouse Company

Lechmere Square, East Cambridge, Mass.

## FREE AND BONDED STORAGE

Direct Track Connection B. & M. R. R.  
Lechmere Warehouse, East Cambridge, Mass.  
Hoosac Stores, Hoosac Docks, Charlestown, Mass.  
Warren Bridge Warehouse, Charlestown, Mass.

For the convenience of shippers, this section is arranged geographically

## BOSTON, MASS.

## MERCHANTS WAREHOUSE CO.

453 COMMERCIAL STREET

BOSTON, MASS.

CAPITOL 7760

Free and Bonded Storage  
Union Freight Railroad

A. W. A.

M. W. A.

## BOSTON, MASS.

## WIGGIN TERMINALS, Inc.

50 Terminal St.

Boston (29)

Mass.

## S T O R A G E

B. & M. R.R.  
Mystic Wharf,  
BostonN. Y., N. H. & H. R.R.  
E. Street Stores  
South Boston

## BOSTON, MASS.

ESTABLISHED 1830

## D. S. WOODBERRY CO.

P. O. BOX 57, NORTH POSTAL STATION, BOSTON

Largest Pool Car Distribution Specialists for New England

## TRUCKING &amp; STORAGE

BOSTON &amp; MAINE R.R. SIDING

## FALL RIVER, MASS.

BOSTON, MASS.

NEW BEDFORD, MASS.

PROVIDENCE, R. I.

NEWPORT, R. I.

Direct R. R. Siding N. Y., N. H.  
& H. R. R.

## Keogh Storage Co.

Gen. Offices: Fall River, Mass.

Gen. Merchandise Storage

and Pool Car Distribution

Local and Long Distance Trucking

## FALL RIVER, MASS.

NEW BEDFORD, MASS.

WATUPPA, MASS.

## Mackenzie &amp; Winslow,

Inc.

78 Fourth St.

## General Merchandise

STORAGE AND DISTRIBUTION—POOL CAR SHIPMENTS  
DIRECT N. Y., N. H. & H. R. R.—MEMBERS A. W. A.

## NEW BEDFORD, MASS.

## 600,000 Sq. Ft. FLOOR SPACE

MODERN BUILDINGS COMBINED  
WITH A COMPLETE SERVICE FOR  
THE STORAGE AND DISTRIBUTION  
OF GENERAL MERCHANDISE.STORAGE AND INDUSTRIAL SPACE  
FOR RENT OR LEASE

Furniture Storage, Packing &amp; Shipping

NEW BEDFORD STORAGE WAREHOUSE CO.  
MAIN OFFICE — 152 FRONT STREET

## PITTSFIELD, MASS.

T. ROBERTS & SONS, INC.  
Local and Long Distance Furniture MovingFireproof Storage Warehouses  
Household Goods Storage — Packing — Shipping  
Merchandise Storage and Distribution  
Pool Car Distribution

DIRECT R.R. SIDING

B. &amp; A. R.R. OR ANY R.R.

## SPRINGFIELD, MASS.

Atlantic States Warehouse  
and Cold Storage  
Corporation

## 385 LIBERTY ST.

General Merchandise and Household Goods Storage  
Cold Storage for Butter, Eggs, Poultry, Cheese, Meats  
and Citrus FruitsB. & A. Sidings and N. Y., N. H. & H. R. R. and  
B. & M. R. R.A. W. A.  
Member  
M. W. A.Daily Trucking Service to  
suburbs and towns within  
a radius of fifty miles.

## SPRINGFIELD, MASS.

E. G. Mooney, Pres. J. G. Hyland, V. Pres.  
R. C. Reardon, Mgr.HARTFORD DESPATCH H  
and WAREHOUSE CO., Inc. H214 BIRNIE AVENUE, SPRINGFIELD, MASS.  
U. S. Bonded Warehouses . . . Pool Car Distribution . . .  
Household and Merchandise facilities . . . Private Siding . . .  
Our fleet covers Connecticut and Massachusetts daily.  
Warehouses at Bridgeport and Hartford, Conn.  
Members: NFWA—AWA—ACW—AVL Agents

## New Boston Warehouse Company

W. H. Condon, formerly connected with the Fitz  
Warehouse & Distributing Co., Boston, has organized  
the A. M. Sonen Warehouse Co. and opened for busi-  
ness at 30 Pittsburgh St.

## Liquid Bulk Transportation

(Concluded from page 11)

and rayon depend upon the efficient transport of nitric  
acid to be used in their processes. Highly corrosive,  
as it is, no ordinary tank car can be used. For this  
purpose there is one example of special equipment . . .  
the chromium steel-plated car. Then there is the rubber-  
lined car, essential in the transport of phosphoric  
acid, sulphuric acid and muriatic acid. This is a marked  
economic improvement over the former use of the glass  
carboys and the brick-lined cars.As with acids, so also with alkalies, such as sodium  
hydroxide, better known as caustic soda. This com-  
modity will not, as in the case of acids, damage the  
steel tank, but the steel tank will damage the caustic,  
as the iron in the steel goes into combination with the  
caustic. The answer is the nickel-lined cars for caustic  
transport.Another highly specialized form of equipment is the  
car designed to transport liquid gas under high pres-  
sure. Chlorine is transported in such cars; so also is  
anhydrous ammonia.The aluminum car is yet another type, also designed  
for its resistance to corrosion. Glacial acetic acid (for  
rayon manufacture), glycerine and turpentine are  
among the more important commodities using the  
aluminum car. Helium is transported in a car carrying  
250,000 ft. of helium under 2250 lb. pressure.These examples of some of the applications of the  
leased car and terminal facilities illustrate the perma-  
nent place the "third party" holds in the modern pro-  
gram of transportation and distribution.What has already been accomplished is but a small  
indication of what can be expected in the years to come,  
with the engineering brains of a vast organization con-  
stantly keeping pace with the ever increasing demands  
of an expanding commercial and industrial develop-  
ment.

## DETROIT, MICH.

**Central Detroit Warehouse**

Located in the heart of the wholesale and jobbing district, within a half-mile of all freight terminals. Modern buildings, lowest insurance rate in city.

**Michigan Terminal Warehouse**  
Wyoming and Brandt Avenues

Modern concrete buildings, fully sprinklered, serving the west side of Detroit and the city of Dearborn. Specializing in heavy and light package merchandise and liquid commodities in bulk. Connected directly with every railroad entering the city.

**Central Detroit Warehouse Co.**

Fort and Tenth Streets, Detroit, Mich.

New York, N. Y.—250 Park Avenue—Room 826  
Chicago, Ill.—55 W. Jackson Blvd.—Room 1010

## DETROIT, MICH.

Est. 1935 L. J. McMillan, Gen. Mgr.

**COMMERCIAL WAREHOUSE, INC.**  
1965 PORTER ST. AT VERNON

Located in the heart of Detroit's wholesale and jobbing districts. Private siding 8 car capacity on the Mich. Cent. R. R. U. S. Int. Revenue and Customs bonded pool car distribution. Motor Freight Terminal. Storage and office space for lease. Represented by Distribution Service, Inc.

## DETROIT, MICH.

**Henry & Schram Storage & Trucking Company***"The Warehouse of Service"*MERCANDISE STORAGE—GENERAL TRUCKING  
CAR LOAD DISTRIBUTION

Private Siding on

Wabash—Canadian Pacific—Pennsylvania—Pere Marquette Railways

A.D.T. Aero Automatic Fire Alarm and A.D.T. Burglary and Fire Protection

*"Your Interests Are Always Ours"*

1941-63 W. Fort Street

DETROIT, MICHIGAN

## DETROIT, MICH.

**HEWSON WAREHOUSE CO., INC.**

803 Lawndale Ave.

**GENERAL MERCANDISE STORAGE**

Let us solve your warehouse problems in this section—Specialized Personal Service—We own and operate our own fleet of motor trucks—Distribution.

*For the convenience of shippers, this section is arranged geographically*

## DETROIT, MICH.

**DETROIT HARBOR TERMINALS, INC.**

**"Cold Storage Service for any Commodity"**

**AIR CONDITIONED COOLERS**

provided with complete regulation of temperature and humidity for fruits, vegetables and produce.

**PENNINGTON SYSTEM EGG ROOMS**

with automatic controls of temperature, humidity and ozone concentration.

**FREEZER SERVICE**

Special rooms for storage of fish. Special attention to cold pack or quick frozen fruits and vegetables.

**TRANSIT ARRANGEMENTS**

for produce, fish, apples, fruits, milk and many other products.

**TRAINED PERSONNEL**

insures careful handling, use of proper temperatures, segregation of goods and promptness in filling your orders.

*"The House of Personal Service"*

4461 W. JEFFERSON AVE., DETROIT, MICH.

## DETROIT, MICH.



**GRAND TRUNK RAILWAY TERMINAL & COLD STORAGE COMPANY** DETROIT, MICH.

Ferry Ave., E. and Grand Trunk Railway

Local, regional and storage-in-transit service, offering every facility known to modern distribution.

New  
Ultra-Modern  
Plant

Trunk Line  
Terminal  
Complete Service

*Continent-wide Connections*

## DETROIT, MICH.

## John F. Ivory Stge. Co., Inc.

MOVING—PACKING—SHIPPING  
STORAGE—PRIVATE SIDING

6554 Hamilton Ave., Detroit, Mich.

## DETROIT, MICH.

JEFFERSON  
TERMINAL WAREHOUSE

Detroit 1900 E. Jefferson Ave. Michigan

MERCHANDISE WAREHOUSING  
and DISTRIBUTION

Our reinforced concrete building, centrally located, assures very prompt delivery of goods to our patrons' customers. Desirable offices for rent. Quick service on pool cars. Prompt reshipments and city deliveries by our own motor trucks.

## DETROIT, MICH.

LEONARD-DETROIT  
STORAGE CO.

Established 50 Years

STORAGE WAREHOUSES  
ALL OVER DETROITLocal and Long Distance Removals  
Foreign and Domestic Shipping

Main Office

2937 East Grand Boulevard  
Telephone Trinity 2-8222

## DETROIT, MICH.

"Located Heart Jobbing District"

## RIVERSIDE STORAGE &amp; CARTAGE CO.

Cass and Congress Sts., Detroit, Mich.

54 Years' Satisfactory Service

HOUSEHOLD GOODS AND MERCHANDISE STORAGE  
MOVING — PACKING — SHIPPING

PERSONAL SERVICE GUARANTEED

Members A. W. A.—N. F. W. A.

## DETROIT, MICH.

Members N. F. W. A.

## Wolverine Storage Company, Inc.

11850 E. Jefferson Ave.

## STORAGE AND MOVING, PACKING AND SHIPPING

Agent for Allied Van Lines, Inc.



Local traffic matters are studied and freight shipments given best routing. Ordinarily, it is difficult for the most efficient traffic department to know all changes in distant parts of the country.

## DETROIT, MICH.

## DETROIT, MICH.

Completely  
Servicing

G R E A T E R  
DETROITUnited States Warehouse Company  
1448 WABASH AVE.United States Cold Storage Corp.  
Chicago — Dallas — Detroit — Kansas City.

## GRAND RAPIDS, MICH.

A COMPLETE WAREHOUSING AND  
DISTRIBUTING SERVICE

## COLUMBIAN STORAGE &amp; TRANSFER CO.

Approximately 75% of All Commercial Storage  
in Grand Rapids Handled Thru ColumbianRepresented by  
NEW YORK BILLED DISTRIBUTION INC. CHICAGO  
11 WEST 42ND ST. PENN 6-0968 1525 NEWBERRY AVE. MON 5534

## JACKSON, MICH.

"In Union there is Service"

## UNION TRUCK AND STORAGE CO.

Established 1860

516-522 No. Jackson St.

Jackson, Mich.

Merchandise Storage. Private Siding. Located on N. Y. C. R.R. Tracks. Completely Sprinklered. Low Insurance Rates. Pool Car Distribution. Covered Truck Docks.

Agents Allied Van Lines, Inc.

## LANSING, MICH.

"Center of Michigan"

## FIREPROOF STORAGE CO.

SERVICE—SAFETY—SATISFACTION—GUARANTEED

MOVE—PACK—CRATE—TRANSFER

FIREPROOF WAREHOUSE—PRIVATE SIDING

Merchandise Storage—Pool Car Distribution

Member of A. W. A.

## LANSING, MICH.

## LANSING STORAGE COMPANY

The only modern fireproof warehouse in  
Lansing exclusively for household storage.

## RUG—TRUNK—SILVER VAULTS

WE KNOW HOW  
440 No. Washington Ave.  
(Member of Allied Van Lines, Inc.)

**The New Tax Law**

(Concluded from page 59)

respectively, but in no event, could the tax saving, because of these deductions, be more than \$3,900.

The definition of capital assets has been modified in several important respects both for individuals and corporations. Business property on which depreciation is deductible, such as plant, machinery, equipment, etc., no longer comes in the category of capital assets. The loss on them will therefore now be deductible in full in the regular way without limitation. On the other hand, losses from worthless stocks or from the uncollectibility of coupon or registered bonds, notes, etc., will now be considered as capital losses (sustained on the last day of the year) and therefore subject to the limitations of capital losses. In the old law, they were considered as ordinary losses deductible in full.

The deduction for charities has undergone operation. True to the proverb that charity begins at home, the deduction will hereafter be limited to contributions made to domestic institutions. In the old law, deduction could be taken by individuals for payments made the world over. Then again, the deduction will be allowed only in the year of actual payment and not, as heretofore in certain cases, when the obligation to make the payment was incurred.

The new law attempts to correct one of the sore spots of the past where taxpayers either get double deductions or are taxed twice on the same items. This frequently arises where deductions are made or income reported in the wrong year or by the wrong taxpayer, and it is too late under the law to go back and correct the situation. The new act says that for this particular purpose, it shall never be too late and that the additional tax or refund on the corrected basis shall always be made. However, returns prior to 1932 cannot be reopened.

Under the old law, salaries of more than \$15,000 to corporation officers and employees were publicized. Hereafter, disclosure will be made only of amounts \$75,000 and up.

Income taxes were not the only ones raked over the coals. Others came in the limelight too. For example, in the case of gift taxes, there is at present an exemption of \$5,000 for each donee each year. Beginning with 1939, the exemption is cut to \$4,000. Furthermore, there will be no exemption at all to gifts made in trust. As regards estate taxes, the new law seeks to make it easier for estates to pay the taxes by allowing a possible extension up to 10 yrs. with interest at 4 per cent, against 8 yrs. and 6 per cent interest heretofore in the law.

Many of the excise taxes are repealed, effective after June 30, 1938. These include the taxes on furs, sporting goods, cameras, chewing gum, matches, tooth paste, toilet soap, etc.

All in all, we can see that the new law is quite a baby, as the saying goes. It has been hailed as an aid to business recovery, so that a great deal is expected of this promising youngster.

**Security, New Orleans, Sold**

The Security Storage & Van Co., Inc., 225 North Peters St., New Orleans, has been purchased by a New Orleans syndicate composed of W. H. Polders, president; Howard Wolchansky, vice-president and treasurer; and P. E. DeMartina, secretary. The storage building has five floors.

*For the convenience of shippers, this section is arranged geographically*

**SAGINAW, MICH.****BRANCH HOUSE SERVICE****... AT WAREHOUSE COST**

- It is possible here to secure the same high-grade service you would expect in your own branch warehouse, but at less expense and without worry or trouble.
- Saginaw is a distribution point for Northeastern Michigan. Every merchandise warehouse facility is available at Central-Warehouse Co.
- Merchandise storage, cartage, pool car distribution, daily direct service to all points within 75 miles by responsible carriers.

**CENTRAL-WAREHOUSE CO.**1840 No. Michigan Avenue  
SAGINAW, MICHIGAN**MANKATO, MINN.****BEN DEIKE****Transfer and Storage**

*We Guarantee Safety, Security and Satisfaction*  
General office, 417-419 Poplar St.  
Merchandise and Household Goods — Bonded Warehouses  
Long Distance Truck Service — Your Goods Insured in Transit

**MINNEAPOLIS, MINN.****ANCHOR WAREHOUSE, Inc.****BONDED - FIREPROOF WAREHOUSE**

Exceptional Facilities — Modern Offices  
Efficient Service — Free Switching from All Railroads  
Ideally located in the heart of the Wholesale  
and Shipping District  
Offering a complete Warehousing and Distribution Service  
Inquiries Solicited

730-740-750 Washington Ave., North

**MINNEAPOLIS, MINN.**

# KEDNEY

## WAREHOUSE COMPANY

### Complete Distribution Service

**MINNEAPOLIS**

617 Washington Ave., N.

Operating 200,000 square feet of modern, low insurance rate space. Protected by A.D.T. fire alarm system. Private railroad sidings on G.N. and C.B.&Q. Motor trucks for prompt store-door delivery.

**ST. PAUL, MINN.**

MINNEAPOLIS, MINN.

ST. PAUL, MINN.



# Organized for Service

Three splendid warehouses, operating individually but under one general management with the same capable executives identified with the successful conduct of this business since its founding. Three separate organizations that can be used singly or in combination to efficiently warehouse and distribute your merchandise in the large Northwest market.

Three locations in the Twin Cities. One virtually on the boundary line between Minneapolis and St. Paul, and one in the very heart of each city, enable us to offer "triple service" in this thriving and important market.

"Triple service" is more than three strategic locations, however. Let us tell you more about it. Your inquiry is cordially invited.

**ST. PAUL TERMINAL WAREHOUSE CO.**  
425 East 8th Street, St. Paul (Downtown Jobbing District)

**MIDWAY TERMINAL WAREHOUSE CO.**  
2295 University Avenue, St. Paul (Minnesota Transfer Industrial District)

**MINNEAPOLIS TERMINAL WAREHOUSE CO.**  
618 Washington Avenue, N., Minneapolis (Downtown Jobbing District)

Members: American Warehousemen's Assn. Represented by: Associated Warehouses, Inc., New York and Chicago

MINNEAPOLIS, MINN.

"Lowest Insurance Rate in Minneapolis"

1904

*Minneapolis*

1938

Van &amp; Warehouse Co.

Complete Storage and Distribution Service  
Located in the Center of the City  
Pool cars solicited.  
No cartage charge  
to carriers.

Office and Lease Space

Member: Minn. Whse.  
Assn., NFWA-AVL.

MINNEAPOLIS, MINN.

## Complete Facilities

- To serve Minneapolis and St. Paul. Only a short distance from the metropolitan section of each city.
- Here is a merchandise warehouse that is U. S. Custom and State Bonded . . . Sprinklered throughout . . . Private railroad sidings . . . Store door delivery . . . Pool cars distributed . . . Complete motor equipment, including: 15 trucks, 10 tractors and 35 semi-trailers . . .

**NORTHWESTERN TERMINAL CO.**  
600 Stinson Blvd. Minneapolis  
Member: MINNEAPOLIS N. W. A.

MINNEAPOLIS, MINN.

## MERCHANDISE STORAGE

For Distribution Throughout the Entire Northwest  
200,000 Square Feet—Free Switching—Centrally Located  
—Bonded—Fireproof—Milwaukee, Minneapolis, and St.  
Louis Trackage  
100 trucks available for pick up and delivery service.

**UNITED WAREHOUSES, INC.**  
708 South Third St. Minneapolis, Minn.

ATTENTION  
SHIPPIERS

This is the twenty-fifth consecutive issue in which new warehouse advertisers have appeared in **DW**—Don't depend on the Annual Shippers Directory issue alone.

## New Ecuador Regulation on Shipping Documents

The Merchants' Association of New York has been advised that, effective at once, a copy of the import permit must be presented to the Consulate General of Ecuador in New York, with consular documents. No shipping document will be legalized unless such permit is presented.

## U. S. Sugar Imports Decrease

The Agricultural Adjustment Administration reported July 7 that sugar imports in the first half of this year totaled 2,662,488 short tons, raw value, compared with 3,190,350 in the corresponding period last year.

Sugar delivered to United States markets under the quota system by domestic beet growers was put at 373,738 short tons, raw value, and the delivery of domestic cane growers at 160,448 short tons.

## Cuban Sugar Exports Decline

Cuban exports of sugar from Jan. 1 to July 2 totaled 1,394,497 long tons, raw value, compared with 1,584,685 during the like 1937 period, a decrease of 190,188 tons, according to advices received by Lamborn & Co. Shipments to the United States amounted to 945,870 tons, against 1,297,570 in the same 1937 period.

## Ship Route to Gulf Essential to U. S.

The Maritime Commission has announced that the steamship route between United States ports and the Gulf of Mexico and the West Indies and the east coast of Colombia has been designated as an essential trade route under the provisions of the Merchant Marine Act.

## MINNEAPOLIS



Play Safe,  
Seek "SECURITY"

SECURITY is the oldest and best known in Minneapolis, yet is proud of its alert flexibility that can adjust instantly to a client's needs. SECURITY is the largest in Minneapolis, yet is just as painstaking with an LCL as with a 20 car shipment.

Naturally, you'll find here every physical service you require, plus an honest desire to do more than is expected of us.

- Perform all services of a local branch.
- Alert, trained personnel.
- Complete facilities for small factories or assembling plants.
- 20 buildings, over 1,000,000 Square Feet.
- More than 100 motor trucks.
- Consign via any R.R.

**SECURITY**  
WAREHOUSE CO.

334 NORTH FIRST ST MINNEAPOLIS MINN

## ST. PAUL, MINN.

**CENTRAL**

MEANS-IN-THE-HEART-OF-THINGS

That's just what our name means to our scores of nationally known customers.

Twelve minutes is the actual trucking time from our warehouses to the heart of two thriving cities. The perfect spot from which the Twin Cities and the great Northwest can be served from one stock with utmost speed and economy.

An ideal location for your midwestern branch office—where you can enjoy complete facilities and service without investment. A.D.T. watchman supervision—sixteen buildings for storage or rental of all kinds. One large building is devoted to cold storage exclusively.

Direct connections with nine railroads entering the Twin Cities. Extensive trackage and free switching.

No drayage charges on rail shipments. No telephone tolls from either city. Pool cars distributed. Local truck delivery. Negotiable receipts. State bond \$50,000.

**CENTRAL-WAREHOUSE-COMPANY**

739 Pillsbury Avenue St. Paul, Minnesota

Phone: Nester 2831



Represented by  
DISTRIBUTION  
SERVICE, INC.

219 E. N. Water St.  
CHICAGO  
Phone: Superer 7180

100 Broad St.  
NEW YORK CITY  
Phone: Bowline Green 9-0986

625 Third St.  
SAN FRANCISCO  
Phone: Sutter 3461

739 Pillsbury Avenue St. Paul, Minnesota

Phone: Nester 2831

## ROCHESTER, MINN.

903 6th St., N. W.

Phone 5236

**CAREY TRANSFER & STORAGE**

**Bonded Warehousemen**  
Complete Warehouse Facilities for Storage & Distribution  
**MERCHANDISE**  
Experienced Organization and Equipment for  
**MOVING, PACKING AND STORING**  
**HOUSEHOLD GOODS**  
Modern Buildings. Private Siding CGWRR Co.  
**MOTOR TRUCK SERVICE**  
Assoc. Minn. N.W.A.—Mayflower Warehousemen's Assn.

## WINONA, MINN.



**Hodgins Transfer & Storage Co.**  
**Bonded**

Merchandise & Household Goods Pool Car Distribution. Sales Representation. Private Siding. Motor Freight Service to LaCrosse, Wis. & Connections with Twin Cities & Chicago.

Office 120 W. 2nd St.

## JACKSON, MISS.



**RICKS STORAGE CO.**

**BONDED WAREHOUSEMEN**

Complete Warehouse Facilities for Storage and Distribution  
**MERCHANDISE**  
Experienced Organization and Equipment for  
**MOVING, PACKING AND STORING**  
**HOUSEHOLD GOODS**  
Modern Buildings, Sprinklered, Private Siding ICRR Co.  
Low Insurance Rate  
**MOTOR TRUCK SERVICE**

## VICKSBURG, MISS.

**Z. B. Schwarz & Company**  
THE WAREHOUSE WITH A BONDED REPUTATION FOR  
**QUALITY SERVICE.**

Centrally Located to Serve Louisiana, Arkansas and Mississippi  
**MODERN, SPRINKLERED BUILDING, MOTOR FREIGHT DEPOT. PRIVATE**  
**SIDINGS I.C.R.R.**

Let us refer you to some of the Nationally Known Manufacturers whom we have served for a number of years.

Our Location on the Mississippi River Gives You Advantages of Low Water Rates.  
**MAXIMUM SERVICE AT MINIMUM COST.**

## JEFFERSON CITY, MO.

Transportation—Warehousing

**COLE MOTOR SERVICE, Inc.**

Central Missouri's only Fireproof Warehouse

Moving - Packing - Crating - Storage

Daily freight service to 100 Central Missouri towns South of the Missouri River.  
Member of N.F.W.A.—Mo.W.A.—A.V.L.—A.T.A.

## JOPLIN, MO.

**SUNFLOWER LINES, INC.**

Successors to Tennesse Transfer & Storage Co.

1027-41 Virginia Ave.

Joplin, Mo.

Distribution and storage of merchandise  
Fireproof warehouses—Motor van service  
On railroad siding—Lowest Insurance rates

**PACKING-STORAGE-SHIPPING**

## KANSAS CITY, MO.

In Kansas City

**it's the A-B-C FIREPROOF**  
**WAREHOUSE CO.**

Distribution Cars are so handled as to carefully safeguard your own interests and those of your customers.

Three Fireproof  
Constructed Warehouses

Agents  
Allied Van Lines, Inc.

## KANSAS CITY, MO.

Merchandise Storage - Low  
Insurance Rates - Pay Our  
Distribution Freight Far-  
mer and Distributors  
via rail or daily motor ser-  
vice to entire Southwest.

MEMBER  
American Chain of Warehouses  
American Warehousemen's  
Association - Traffic Club  
Chamber of Commerce

**ADAMS**  
TRANSFER &

**ADAMS STORAGE CO.**

"Surrounded by  
the Wholesale  
District"

**UNION TRUCK  
TERMINALS**  
**228-236**  
West Fourth St.

For the convenience of shippers, this section is arranged geographically

## KANSAS CITY, MO.

50TH YEAR

## CENTRAL STORAGE CO.

Efficient, Complete Merchandise Warehousing Service  
 Office—1422 ST. LOUIS AVE.  
 (West 10th Street)  
 In Center of Wholesale and Freight House District

## KANSAS CITY, MO.

## Financing

## CROOKS TERMINAL WAREHOUSES

"Kansas City's Finest Warehouses"  
 LOWEST INSURANCE RATES  
 BEST RAILROAD FACILITIES  
 IN THE HEART OF THE FREIGHT  
 HOUSE AND WHOLESALE DISTRICT

Operating  
 Brokers' Warehouse, Security Warehouse, Terminal  
 Warehouse

## KANSAS CITY, MO.

## MERCHANTISE WAREHOUSES, Inc.

933 Mulberry St.



Operating 240,000 sq. ft. fireproof sprinkler equipped space; 14-car sidings; low insurance rate; dockage for 30 trucks; free switching, free pickup and delivery to and from freight houses; local, regional and storage-in-transit service; space and offices for rent. Field Warehousing.

## KANSAS CITY, MO.

Member—A.W.A.—N.F.W.A.

## W. E. Murray Transfer &amp; Storage Co.

Pool car distribution - Financing of Stocks  
 Modern Fireproof buildings on switch track  
 Shipments forwarded without drayage charge

Kansas City's most advantageous warehouse locations  
 Main Office: 2019 Grand Avenue See listing for details  
 Agents, Allied Van Lines, Inc.

## KANSAS CITY, MO.

Established 1903

THE ONLY WAY  
 TRANSFER &  
 WAREHOUSE CO.

1400-10 St. Louis Ave.

Two Merchandise Warehouses — Cartage

POOL CAR  
 DISTRIBUTION  
 Our Specialty

## KANSAS CITY, MO.



## KANSAS CITY, MO.



## WALNUT STORAGE

RIGHT IN THE MIDST OF BUSINESS  
 EVERYTHING YOU NEED IN KANSAS CITY  
 Building—Location—Trackage—Service—  
 Organization

2020 Walnut St. Kansas City, Mo.

## ST. LOUIS, MO.

RUTGER STREET  
 WAREHOUSE, INC.

MAIN &amp; RUTGER STS.

200,000 Sq. Feet of Service  
 BONDED Low InsuranceMerchandise Storage and  
 Pool Car Distribution.Track Connections with All  
 Rail and River Lines.

Offices:

New York Murray Hill 9-7645

Chicago Franklin 6263

Member

A.W.A.—N.F.W.A.

## COMPLETE

• A one-word description of our service, which includes not only every phase of modern warehousing and distribution, but even an information bureau, maintained to furnish data on territorial as well as local market conditions and distribution problems.

Consign cars to yourselves in our care via any railroad entering the city. Terminal Railroad Association delivery: Reciprocal Switching.

S. N. LONG WAREHOUSE  
 ST. LOUIS, MO.

COMPACT  
 COMPLETE  
 COMPETENT

## ST. LOUIS, MO.

## Most modern warehouse set-up in St. Louis

Lowest Insurance Rates Twenty-five acres of space  
 Consolidated freight depot in our building, serving all 15  
 eastern, western, southwestern trunk lines.

Covered railroad docks, capacity 100 cars daily.  
 Spacious truck docks facing wide streets to speed up service  
 locally and beyond.

State and U. S. Customs bonded.  
 Twenty floors office space in connection.  
 Our prices comparable with other warehouses in this territory.  
 Storage available on lease or tariff basis.

## ST. LOUIS MART INC.

Warehouse Division.

12th Blvd. at Spruce St.

St. Louis, Mo.

## ST. LOUIS, MO.

## "SERVICE THAT EXCELS"

Six warehouses in metropolitan St. Louis for your distribution.  
 Our facilities include a warehouse in East St. Louis, Illinois, ideal for  
 serving the large territory on the East Side.

Dock facilities at Warehouse No. 6, located on Mississippi River—  
 Exclusive with us in St. Louis.

Liquor Storage—U. S. Internal Revenue Bonded Warehouse No. 1.  
 U. S. Customs Bonded and Tax Paid Space under same roof.  
 Complete Distribution Service—Low Insurance Rates.

Your inquiries will be given prompt attention.

## ST. LOUIS TERMINAL WAREHOUSE CO.

826 Clark Avenue

St. Louis, Mo.

**Distribution Costs***(Concluded from page 12)*

In its agreement with the company, each warehouse agrees to "make good" any shortages or damages which may arise in the warehouse. Shorts and overs are adjusted at the end of the month rather than on a weekly basis so very few show up. A small shortage one week will usually be balanced by an overage the next.

Since they are in the selling business, Calo prefers to use brokers in every distribution center rather than sales agents of a warehouse company. Specialization is the keynote of this company's operations.

The simple nature of the Calo line simplifies the warehousing problem from a storage space and handling standpoint. At present, both dog and cat foods are being put up in one dozen and two dozen carton sizes—the former weighing about 30 lbs. and the latter 60 lbs.

Although warehouse rates have gone up in some districts, the Calo company still considers public warehousing far superior to any other available method of distribution. And, generally speaking, the company is well satisfied with the service it is getting.

The only place in its entire national territory where warehouses aren't used is in the home state. Here, the fast truck service available to practically all localities makes it possible to ship as the goods are needed. In other states, the mode of transportation used is left up to the discretion of the broker—the company expresses no preferences between truck and rail as long as the goods are delivered in proper condition and on time.

**Dalton Transfer Purchases Shufflebarger Warehouse Interests**

H. E. Dalton, formerly secretary and treasurer of Shufflebarger Transfer & Storage Co., Albuquerque, New Mex., and now proprietor of Dalton Transfer & Storage Co., operating at 115 South John St., in the same city, has purchased the warehousing, freight, light hauling, packing and crating departments of the Shufflebarger Co. The latter company will continue at its same address, 200 E. Central Ave., Albuquerque, and handle heavy hauling, such as machinery, building materials, sand and gravel, concrete, excavation and general types of work incident to construction projects.

**Appeals Denial of Monthly Accrual of Taxes**

The New Orleans Cold Storage and Warehouse Co., Ltd., has petitioned the U. S. Board of Tax Appeals at Washington, D. C., for a redetermination of an income and 1936 profits tax deficiency totaling \$2,229.61.

The company, in its petition, charged that the Bureau of Internal Revenue erred in its failure to allow a deduction of 10/12ths of the real estate and personal property taxes paid to the city of New Orleans and the State of Louisiana.

The petitioner pointed out that prior to Oct. 13, 1936, it dated its fiscal year on March 1, of each year and it was customary to accrue 2/5ths of the subsequent year's taxes and deduct 10/12ths of the prior year's taxes previously paid.

On Oct. 13, 1936, the company changed its fiscal year, making it begin on Jan. 1, permission being granted to do so by the government.

At the close of the year, the petition stated, the company included as a deduction 10/12ths of the taxes paid during that year.

In conclusion, the petition held, the ruling of the commissioner in effect denies the company's rights to accrue taxes monthly over the year in which paid, as has been the petitioner's custom.

**SEDALIA, MO.**

FRANK MIDDLETON, Owner &amp; Mgr.

**Middleton Storage and Moving Co.**

Lamine St. and Mo. Pacific Tracks

Commercial and Household Goods Storage  
Pool Car Distribution, Private Lockers

Member of Mo.W.A.

**MISSOULA, MONT.**

Distribution Center for Western Montana

**REELY'S**  
General Storage  
and  
Freight TerminalMEMBER OF  
A.W.A.  
N.F.W.A.  
MONT. T. & S. A.  
O.M.F.G. LISTING

Distribution Specialists for 35 Years

**HASTINGS, NEBR.****Borley Storage & Transfer Co., Inc.**  
1876 1938

FIREPROOF FREIGHT TRUCK CONNECTION TO ALL OF THE CENTRAL PART OF THE STATE

BONDED

**LINCOLN, NEBR.**100,000 Sq. Feet  
Lincoln, Nebraska  
301 N. 8th Street35,000 Sq. Feet  
Grand Island, Nebraska  
311 W. 4th Street**SULLIVANS**

1889 49 Years of Continuous Service 1938

Merchandise and Household Storage—Pool Car Distribution  
General Cartage—Trucking—Assembling

We operate Thirty Trucks and have connections to all points in the State.

Our buildings are clean, both Fire and Non-Fireproof, located on the lines of the C. B. &amp; Q.—Mo. Pacific and Union Pacific with all other lines entering either city, absorbing switching.

We are Bonded by the State—Our Rates are reasonable. We solicit your business and guarantee satisfaction. Investigation invited.

Transfer & Storage Co. Grand Island Storage Co.  
Lincoln, Nebr. Grand Island, Nebr.**LINCOLN, NEBR.****UNION TERMINAL WAREHOUSE**

Concrete fireproof construction. 215,000 sq. ft. storage; 3000 sq. ft. office and display space. Consign shipments any railroad. Free switching. Low insurance rates. See D. &amp; W. annual Directory.

**COMPLETE WAREHOUSING SERVICE**Represented by the American Chain of Warehouses,  
New York City and Chicago, Ill.  
Member of A. W. A.**OMAHA, NEB.**

R. J. MAYER, President

**CENTRAL STORAGE & VAN CO.**

MAIN OFFICE . . . 1101-13 JACKSON ST.

**COMPLETE WAREHOUSING SERVICE**

FIREPROOF WAREHOUSE . . . TRAILAGE . . . MOTOR TRUCKS

**OMAHA, NEBR.**

Member of N.F.W.A.—A.W.A.

**FORD BROS**  
Van & Storage Co.

OMAHA, NEB.

# GORDON

Storage  
Warehouses, Inc.  
Merchandise and Household Goods

Four modern, sprinklered warehouses, located on trackage.  
We handle pool cars, merchandise and household goods.  
Trucking service. Let us act as your Omaha Branch.

Main Office, 219 N. 11th St.

Member: A.W.A.—N.F.W.A.

Agents for Allied Van Lines, Inc.

OMAHA, NEB.

Member: American Chain of Warehouses, Inc.

## KNOWLES STORAGE CO.

901-911 Davenport St.

MERCANDISE —— HOUSEHOLD GOODS  
Complete Warehousing and Distribution Service.

Fireproof Building . . . Trackage . . . Motor Trucks

MANCHESTER, N. H.

Make Our Warehouse Your Branch Office for  
Complete Service in New Hampshire

NASHUA, N. H.

McLANE &amp; TAYLOR

CONCORD, N. H.

Bonded Storage Warehouses

Offices 624 Willow St.

General Merchandise Storage & Distribution, Household  
Goods, Storage, Cold Storage, Unexcelled Facilities.  
Pool Car Distribution

Direct R. R. Siding, Boston &amp; Maine R. R.

EAST ORANGE, N. J.

Lowest Insurance Rate in New Jersey

## JAMES P. WATSON

Fireproof

Storage

Warehouses

195-197 McKinley Ave.

Storage, Moving, Packing and Shipping of Fine Furniture  
General Merchandise, Storage and Distribution

GEORGE L. BARBER, Mgr.

HACKENSACK, N. J.

RUTHERFORD, N. J.

## GEO. B. HOLMAN & CO., Inc.

STORAGE

SHIPPING

PACKING

HOUSEHOLD GOODS

Most Modern Equipment in North Jersey

Motor Vans for Local and Long Distance Moving

Operating Holman Warehouses

Members N. J. F. W. A. and N. F. W. A.

Agent: Allied Van Lines, Inc.

HOBOKEN, N. J.

## HOBOKEN DOCK CO.

General Offices: No. 1 Newark St.

General Merchandise Storage and Distribution

Piers—Railroad Sidings—Factory Space

Correspondence Invited

JERSEY CITY, N. J.

## RYAN STORAGE CO.

650 Montgomery St.

PACKING MOVING STORAGE

HOUSEHOLD GOODS

SERVING

Jersey City Bayonne Hoboken Union City West New York North Bergen

SYDNEY F. RYAN, PRES. &amp; MGR.

NEWARK, N. J.

## STORAGE

## ESSEX WAREHOUSE COMPANY

950-964 McCarter Highway, Newark, N. J.

Members—A.W.A.—N.J.M.W.A.

We are equipped to perform every service you require. Sprinklered  
building . . . Penn. R. R. siding . . . Private pier. Daily over-night  
truck deliveries within 100 miles.

NEWARK, N. J.

MEMBER: N.J.F.W.A. and N.F.W.A.

## PACKING!

## MOVING!

## STORAGE!

dependable since 1860

## KNICKERBOCKER

STORAGE WAREHOUSE COMPANY

96 to 106 ARLINGTON STREET

Wm. R. Mulligan, Pres.

74 to 76 SHIPMAN STREET

James E. Mulligan, Sec'y and Mgr.

NEWARK, N. J.

## Lehigh Warehouse & Transportation Co., Inc.

ALBERT B. DRAKE, President

Established 1919

## Main Office

98-108 Frelinghuysen Ave.

Newark, New Jersey

Bigelow St. 7-200

Branch Office

829 Newark Avenue

Elizabeth, New Jersey

Elizabeth 3-5100

## FACILITIES

NEWARK—250,000 sq. ft. Fireproof reinforced concrete and steel const. Fire  
load, 250 lbs. Sprinkler sys.; A.D.T.; Watchman, Inc. rate, 6¢ up to 10.2¢. Siding  
on Lehigh Valley; 10¢ switching to and from Penn. R.R. Cap., 10 cars. Shallow  
motor plat.; Cap., 20 trucks.ELIZABETH—1,000,000 sq. ft. Fireproof, reinforced concrete const. Floor load,  
250 lbs. Sprinkler sys.; local alarm sys.; Watchmen; Inc. rate, 8¢ up to  
16.7¢. Siding on Penn. R.R., 30 cars. Shallow motor plat.; Cap., 30 trucks.SERVICE FEATURES—Bonded: Licensed U.S. Whs. Act; U.S. Int. Rev.; U.S.  
Cust.; State. All employees bonded. Bonded car division.Motor terminal and transport service: Company operated fleet of motor trucks enter-  
ing the Metropolitan area with a regular delivery service. Licensed and bonded  
trucks maintained to transport liquor and imported merchandise. Special trucks  
and crews for delivery and installation of electric refrigerators, washing machines, etc.ASSOCIATIONS—A.W.A. (Mdse.); Whmn. Assn. Port of N. Y.; N. J. Whmn. Assn.  
Chamber of Commerce; N. Y. Traffic Club; Newark Traffic Club; N. J. Motor  
Truck Assn.

### No Storage Or Demurrage Charges in N. J. in August

Paul W. Hartsock, traffic manager of the American Lime & Stone Co., Bellefonte, Pa., at the 38th regular meeting of the Allegheny Regional Advisory Board at Youngstown, stated:

"I wish to touch only one phase of storage and demurrage as a matter of information, this having to do specifically with a change in the application of storage and demurrage charges in our neighboring state of New Jersey.

"Assembly Bill 609 specifically amends Section 36:1-1 of the Revised Statutes to include as public holidays 'every Saturday in the months of July and August.'

"The purpose of the bill, and again I quote, 'is to amend Section 36:1-1 of the Revised Statutes so as to make every Saturday in the months of July and August a bank holiday.'

"It follows, however, by virtue of note at page 46 of the National Storage and Demurrage Tariff, and Section B, Rule 4, page 63 of the same issue, that state as well as national holidays are excluded in computing time except as to the arbitrary charges.

"The bill has been signed. Therefore, both inter- and intra-state shipments are not subject to either storage or demurrage charges on Saturday during July and August in New Jersey."

### Hoboken Pier Bill Passed

The Senate passed and sent to the White House, June 10, a House bill authorizing the Maritime Commission to sell or lease to the city of Hoboken, N. J., the pier terminals which the commission owns there. This means that Hoboken will now be able to sell or lease these piers. At present the piers are on lease to the Atlantic Terminals Corp., for a period of 5 yrs., which expires Aug. 1.

(Concluded on page 71)

## NEWARK, N. J.

**Newark Central Warehouse Co.****General Offices:****110 Edison Place, Newark, N. J.**

In the heart of Newark—serving New Jersey and the entire Metropolitan Area. Sprinklered—low insurance rates. Central R.R. of N. J. 30 car siding. 25 motor truck delivery platform. Motor Freight Terminal. Merchandise automobile storage—branch office facilities.

**POOL CAR DISTRIBUTION****Member of N.J.M.W.A.***a Represented by***ALLIED DISTRIBUTION INC.**

NEW YORK 11 WEST 42ND ST., PENN. 6-0968 CHICAGO 1525 NEWBERRY AVE., MON. 5531

## PLAINFIELD, N. J.

**SISSEY BROS., INC.**  
**FIREPROOF STORAGE WAREHOUSES****OFFICES: 12-16 GROVE STREET**Somerville, N. J. New Brunswick, N. J. New York City  
128-136 E. Main St. 23 Livingston Ave. 80 Dey St.**Members: N.J.F.W.A. and N.F.W.A.**

New Jersey's Largest Moving and Distribution Specialists

## TRENTON, N. J.

**MANNING'S WAREHOUSE CORPORATION**  
**FIREPROOF STORAGE****Offices: 28 Bank St.**

Household Goods Storage, Packing and Shipping, General Merchandise Storage and Distribution, Pool Cars Distributed, Ship via Pa. R.R. or Reading R.R.

## ALBUQUERQUE, N. M.

*Center of Business Districts***Berger Terminal and Warehouse Company****Complete Storage and Distribution Service**

Private Siding ATSF

314 N. First St.

## ALBUQUERQUE, N. M.

**SPRINGER TRANSFER COMPANY, INC.**  
**ALBUQUERQUE****Operating the Only Fireproof Storage Warehouse in New Mexico**

Complete and efficient service in distribution, delivery or storage of general merchandise or furniture.

Member of N.F.W.A.—A.W.A.

## ALBANY, N. Y.

**Albany Terminal & Security Warehouse Co., Inc.****Main office: 1 Dean Street**

Storage for every need. Pool cars a specialty. Available storage space for rent if desired. Direct track connections with all railroads running into Albany.

Member  
American Chain of Warehouses  
American Warehousemen's Association

## ALBANY, N. Y.

**Central Warehouse Corporation**  
**Colonie and Montgomery Sts.**

Albany, N. Y.

Telephone 3-4101

General Merchandise—Cooler and sharp freezer Cold Storage; also U. S. Custom Bonded space available. Office and storage space for lease. Fireproof construction with very low insurance rate. Storage in Transit privileges. All classes of modern warehouse and distribution service rendered.

**COLD STORAGE — DRY STORAGE DISTRIBUTION**

## ALBANY, N. Y.

**JOHN VOGEL Inc.****FIREPROOF WAREHOUSES**  
**OFFICES, 11 PRUYN ST.**

HOUSEHOLD GOODS — STORAGE AND SHIPPING.  
FLEET OF MOTOR TRUCKS FOR DISTRIBUTION OF ALL KINDS  
POOL CAR DISTRIBUTION OF MERCHANDISE  
YOUR ALBANY SHIPMENTS CAREFULLY HANDLED  
Collections promptly remitted

## BRONXVILLE, N. Y.

**GRAMATAN MOVING & STORAGE CO., Inc.**

9 Park Place and 100 Pondfield Road

Established 1820

Fireproof Warehouse 50,000 Sq. Ft.

Moving—Packing—Shipping

Consign C.L. and L.C.L. Shipments via N.Y.C.R.R.

Member of N.F.W.A.—N.Y.F.W.A.—N.Y.S.W.A.

Agent for Allied Van Lines, Inc.

## BROOKLYN, N. Y.

BROOKLYN'S LARGEST LONG DISTANCE MOVER

**ANDERSON VAN SERVICE INC.**  
**20th AVE. AT 57th ST.**

EST. 1904

CITY—SUBURBAN—LONG DISTANCE MOVING

FIREPROOF WAREHOUSE—DISTRIBUTION

LIFT VAN SERVICE—COLLECTIONS HANDLED

BRANCH OFFICES—FREQUENT SERVICE

BOSTON — WASHINGTON — ATLANTA — JACKSONVILLE

DETROIT — CLEVELAND — CHICAGO — ST. LOUIS

Member Independent Movers and Warehousemen's Association, Inc.

## BROOKLYN, N. Y.

**RIVERFRONT WAREHOUSES****BOWNE-MORTON'S STORES, INC.**

611 SMITH ST. (on Gowanus Canal) Tel. CUMBERLAND 6-4680

FREE AND BONDED WAREHOUSES

LICENSED BY COCOA, RUBBER AND METAL EXCHANGES.

N. Y. City Office: 57 Front St. Tel. BOWLING GREEN 9-0780

DISTRIBUTION BY

BROOKLYN TRUCKING CO., INC.

57-59 Front St., N. Y. City, N. Y.

*For the convenience of shippers, this section is arranged geographically*

## BROOKLYN, N. Y.



## BROOKLYN FIREPROOF STORAGE, INC.

Gen. Offices: 15 Snyder Ave.

## Household Goods - Storage - Packing - Shipping

Service includes Brooklyn, New York City and All Long Island.

Member of N.Y.F.W.A.—N.Y.S.W.A.—N.F.W.A.—A.V.L.

## BROOKLYN, N. Y.

EAGLE WAREHOUSE  
AND STORAGE COMPANY

28 Fulton Street

Brooklyn, N. Y.

We specialize in shipments from correspondents, collections handled. Our strictly fireproof building is ideally equipped for storage of household goods and valuables. We pack goods for shipment, and have a fleet of vans for prompt deliveries.

Agents for Allied Van Lines, Inc.

## BROOKLYN, N. Y.

Within the Lighterage Limits of New York Harbor

FREE AND BONDED WAREHOUSES  
STEAMSHIP PIERS  
Fronting on East River,  
Foot of Greenpoint Ave., Milton, Noble and  
Oak Sts.

Lowest storage, cartage, labor, lighterage and wharfage charges. Grading, sorting, boxing. Pool cars distributed. Consign via any Railroad entering New York City.

Let Us Quote You Attractive Rates

GREENPOINT TERMINAL CORPORATION  
MILTON AND WEST STREETS, BROOKLYN, NEW YORK

## BROOKLYN, N. Y.

Established 1860



## Peter F. Reilly's

Fireproof Warehouses

491-501 Bergen St.

"First Moving Fans in America"

Modern Depository for the Storage of  
Household Goods

## BUFFALO, N. Y.

(Agents for Allied Van Lines, Inc.)

## Fred F. Dye Fireproof Warehouse, Inc.

1661-1669 Main St.

## OUR WAREHOUSES ALL FIREPROOF

Household Goods—General Merchandise—Regular Trips—  
Buffalo and New York City

Members B.W.A.—N.F.W.A.

## BUFFALO, N. Y.

## Knowlton Warehouse Co.

50 Mississippi Street, Buffalo, N. Y.

POOL CAR DISTRIBUTION  
MERCANDISE STORAGE  
PRIVATE SIDING

## BUFFALO, N. Y.

Let us care for your needs in Buffalo

## LARKIN TERMINAL WAREHOUSE

BUFFALO, N. Y.

Specializes in handling pool cars. Lowest insurance rates. Stores auto and general merchandise.

## GOVERNMENT BONDED WAREHOUSE

For further information write J. E. Wilson, Traffic Manager

Represented by  
NEW YORK ALLIED DISTRIBUTION INC. CHICAGO  
11 WEST 42ND ST., PHILA. 6-0966 1525 NEWBERRY AVE., MICH. 5531

## BUFFALO, N. Y.

## LEDERER TERMINALS

... HAVE SOMETHING IN STORE for you ...

LOCATED IN NIAGARA FRONTIER FOOD TERMINAL

## BUFFALO, N. Y.



## LEONARD WAREHOUSES

Offices, 163 Georgia Street

Member of B.W.A.—Mayflower W.A.

## BUFFALO, N. Y.

ASSURANCE of complete SATISFACTION is yours when your DISTRIBUTION and STORAGE is in the hands of

## THE MARKET TERMINAL WAREHOUSE

Schoellkopf &amp; Co., Inc.

102 Perry St.

Represented by Associated Warehouses, Inc.  
New York and Chicago

## BUFFALO, N. Y.

GENERAL MERCHANDISE—COLD STORAGE  
WAREHOUSECargo-Handling  
Rail-Lake and Barge  
Terminal  
98 Car Track  
Capacity  
1500 Feet Private  
DockFinancing—  
Distribution  
Auto Dealers  
Warehousing  
Service  
Office and  
Factory SpaceTERMINALS & TRANSPORTATION  
CORPORATION

275 FUHRMANN BLVD. BUFFALO, N. Y.

## ELMIRA, N. Y.

## A. C. RICE STORACE CORP.

2—WAREHOUSES—2

## MERCANDISE—HOUSEHOLD GOODS

Pool Cars—Truck and Van Service

MEMBER  
AWA—N.F.W.A.—ALLIED VAN LINES

## FLUSHING, L. I., N. Y.

## Flushing Storage Warehouse Co., Inc.

Offices 135-24-26-28 39th Avenue, Flushing, N. Y.

## Fireproof Warehouses

Moving, Packing, Storing and Shipping of Household Goods. 10 blocks from the World's Fair Corona Freight Station, serving Jackson Heights, Elmhurst, Corona, Whitestone, College Point, Bayville, Douglaston.

Members of the N.F.W.A.—N.Y.F.W.A.—N.Y.S.W.A.

## FOREST HILLS, L. I., N. Y.



## Forest Hills Fireproof Storage

Austin St. and Herrick Ave.

Storage and Shipping of Household Goods Exclusively

Serving Forest Hills, Elmhurst, Kew Gardens, Richmond Hill, Jackson Heights.

**Hoboken Pier Bill Passed***(Concluded from page 68)*

Under the terms of a resolution passed at a meeting June 28 of the Hoboken City Commission, the Joseph J. Garibaldi Organization, of Hoboken, is appointed sole and exclusive agent to represent the municipality in any negotiations which may be initiated with the Federal government or prospective tenants, for the sale or lease of all or part of the local pier terminal. The appointment dates from June 28 to May 15, 1939, and the Garibaldi interests will represent the city in any negotiations which might be initiated under the Congressional measure authorizing the Maritime Commission to sell or lease the pier property to the city.

**N. Y. Port Authority Defends****Coffee Storage Practice**

In a brief filed June 29 with the U. S. Maritime Commission, the Port of New York Authority held that the present charges by steamship lines for temporary holding of coffee on piers beyond the 10-day free period are reasonable, and sounded a warning that higher charges would divert a substantial part of New York's coffee trade to other ports.

At present 10 days from storage are allowed, plus an additional limited period for which a charge is fixed by the steamship lines. About 10 per cent of the coffee charges remain for a short period beyond the 10-day limit.

The existing arrangement has been protested by the Ports of Norfolk, Baltimore, Philadelphia and Boston, which contend that it is an attempt to circumvent the commission's order of last January, establishing a free time limit of 10 days.

The Port Authority further stated that occasional storage beyond 10 days is necessary to permit the sampling and confirmation of sales prior to inland shipments.

New Orleans, which is the big competitive coffee importing center, permits importers to hold Brazil coffee up to 20 days free time, as against the 10-day limit at New York, it was stated. Arrangements at New Orleans also provide for extensions at the direction of the dock superintendent.

**N. Y. Warehousemen Engage Cricher on Foreign Trade Zone Issue**

THE Warehousemen's Association of the Port of New York held its June 16th meeting aboard the steamer of the Hudson River Day Line at Indian Point, N. Y. Thirty warehousemen, including Mr. and Mrs. W. L. Howard of the Howard Terminals, Oakland, Cal., and A. Lane Cricher, counsel for the American Warehousemen's Assn. were at the meeting.

Mr. Cricher, who has been engaged by the New York organization to look after their interests before the Foreign Trade Zone Board, reported and outlined a possible procedure that could be followed.

A motion was made and carried to continue the free port investigation with the present Foreign Trade Zone committee, headed by E. W. Ford, and to authorize such expenditures as are necessary in carrying out the work of this committee.

Mr. Cricher reported briefly on the Maritime Commission matters in connection with docket 482, which was in behalf of the warehousemen for intervention in the matter of storage charges under agreements 6205 and 6215, which had been granted, and advised that briefs would be filed and a report made sometime between late July and the first week in August.

In connection with the extension of the import rate to warehouses in the Metropolitan Area, it was moved that the Transportation Committee, and through Mr.

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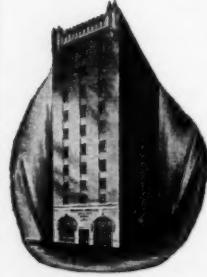
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Modern Equipment

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Centrally Located  
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The storing, packing, moving and shipping of Household Goods and Art objects is attended to on a basis of quality. Dunham &amp; Reid Service surrounds the shipper at all times with a greater margin of Safety and Security. Low insurance rates. Prompt remittances. Located in the heart of New York.

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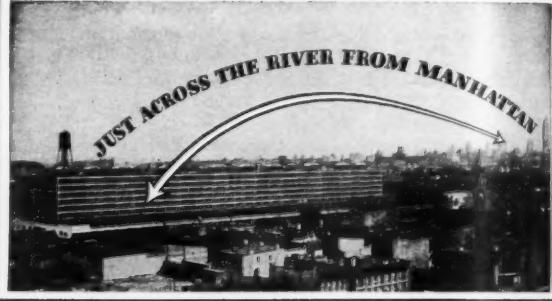
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U. S. Custom Bond

Write for circular and specific information



Cricher, be authorized to confer with Mr. Thornton of the New York Port Authority and assure him of the association's wholehearted support in this effort.

The association held its July 21st meeting aboard the Steamer Sandy Hook which runs to Atlantic Highlands, N. J.

**N. Y. Terminal Warehouse Granted  
Virginia Certificate**

The New York Terminal Warehouse Co., Inc., a Delaware corporation, with its principal office in Richmond, Va., with F. L. Worcester in charge, has been granted a certificate of authority by the Virginia Corporation Commission to conduct a warehousing business. Maximum capital is 250 shares.

**Bush Libel Verdict Upset  
on Appeal**

Reversal of a judgment of \$116,000 against Irving T. Bush, president of the Bush Terminal Co., and a new trial of a libel action brought against him by James C. Van Siclen and C. Walter Randall, former receivers and trustees of the company, unless they consent to have the judgment reduced to \$50,187, were ordered by the Appellate Division of N. Y. Supreme Court, in a unanimous opinion.

The \$116,000 judgment was entered on April 25 after a jury before Supreme Court Justice Edward R. Koch had returned a 10-to-2 verdict for the plaintiffs. The action against Mr. Bush was based on a letter he wrote to the stockholders on Jan. 22, 1936. Mr. Bush wrote the letter, it was argued on appeal by Arthur Garfield Hays, his counsel, to retain the confidence of the stockholders and to reply to what Mr. Hays called a misleading letter addressed by the plaintiffs to the stockholders.

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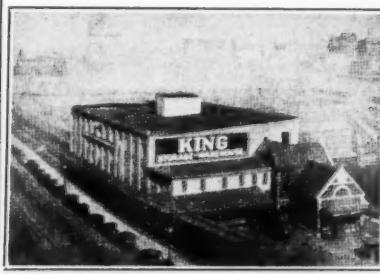
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Complete Warehousing

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General Merchandise — Cold Storage

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Daily Trucking Service to all

Points in New York State

**Claims Prevention**

(Continued from page 13)

damage suffered. It may result from accidental mis-handling or carelessness of their employees, from impact during switching operations, or other causes. Railroads have been co-operating wholeheartedly in studying the container and packing problem, the car loading problem, also the unloading at destination, and have issued pamphlets giving clear and detailed advice on good shipping practice.

Each railroad has its own claim-prevention department, with men who are "old salts" in the game. These men are at the shippers' call, and will inspect shipments at destination, investigate and correct any method at transfers and elsewhere, which a shipper may think is damaging shipments. They will analyze crating and packing problems and work in close co-operation with a shipper to develop the most protective packing at the lowest cost. They also give helpful suggestions on how to unpack and handle freight at destination.

In an effort to reduce heavy impacts at time of switching and coupling, instructions are given by some railroads to those in charge of that phase of railroading. Tests are secretly made from time to time, using a device that will register heavy impacts and rough handling. Such tests have been regularly conducted at the Chicago Switching District. After each test is concluded reports are made to supervisory officers of the railroads which had possession of the test cars at the time heavy impacts, if any, were recorded. At the end of each month results of all tests made during the month are tabulated. The individual yards are graded and listed according to grading. This grading is designed to create and maintain rivalry between yards and is based on results for all months during the current year. This practice has been found to reduce rough handling to a considerable extent.

When there is a just cause for a claim of any kind, railroads have requested that a businesslike and orderly procedure be followed. A statement has been prepared dealing with the form of presentation of claims and supporting documents. If claimants will follow instructions given therein they will greatly aid in the orderly investigation of claims and contribute materially to their prompt disposition.

**Documents Required in Support of Claims**

To facilitate the investigation and disposition, claims should be prepared on the "Standard Form for Presentation of Claims." (See Note.)

The paying carrier shall require from claimant evidence to show the right of claimant to file claim and collect for the loss, damage, injury or delay sustained. In case the interest of party presenting claim does not appear in any of the supporting documents, claimant shall be required to produce necessary legal assignments.

The following documents, when necessary, should be required before adjustment of claim:

- Original bill of lading or other contract of carriage (if not previously surrendered to carrier).
- Original paid freight bill.
- Original invoice (or copy thereof, or extract therefrom), showing all trade and other discounts or deductions made by shipper.
- When the sale of shipment at destination is a factor in determining the proven loss, claim must be supported by the original accounts sale (or copy thereof), showing date of, and amount realized on, each sale and the specific items sold as damaged (whether decayed, broken, frozen or in what other respect damaged), with all deductions, including allowances and commissions.

The absence of any supporting documents shall be explained. When the original freight bill, bill of lading or other contract of carriage is called for but not furnished, the paying carrier shall require suitable indemnity against payment of duplicate claim which may be supported by such original document or documents.

Copies of invoices and account sales submitted by claimant in support of claim shall be certified, in writing, as to correctness by the claimant or by an official of claimant firm or corporation, over his title. (See Note.) Copies of

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The Heart of New York State and natural distributing point. "Jones of Utica" has distributed Merchandise and Household Goods for 38 years. Every modern facility.

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Household Goods and General Merchandise  
Pool Car Shipments Long Distance Van Service  
Complete Branch Office Facilities

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General Offices: 106 WHITESBORO ST.

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Household Goods Moving, Storage, Packing, Shipping  
Prompt service for any point in Westchester County

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MERCHANDISE STORAGE ONLY. POOL CARS DISTRIBUTED,  
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RAILROAD SIDING.

ESTABLISHED 1908

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Bonded fireproof storage.

Household goods and merchandise.

Pool cars handled promptly. Motor Service.

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Bonded Fireproof Warehouse

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175,000 Square Feet Space  
Sprinklered  
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Established 1908  
Three warehouse units, total area 161,500 sq. ft.; of this 24,500 sq. ft. devoted to cold storage. Two buildings sprinkler equipped.  
Low insurance rates.  
Spot stocks, pool car distribution.  
Complete warehouse services, accurate and prompt service to our principals.  
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## GRAND FORKS, N. D.

85,800 sq. ft. Floor Space—Fireproof

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Merchandise Storage—Pool Car Distribution  
Private Siding B&O. Ry.—L.C.L. B&O.—Penn. Ry.—  
Erie Ry.  
Member—Ohio Whsemen's Assoc.

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STORAGE COMPANY**70 Cherry St., Akron, Ohio  
Merchandise Storage.  
Pool Car Distribution.  
Household Goods Storage.  
Low Insurance.

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Agent for Allied Van Lines, Inc.

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36 CHERRY STREET  
Household Goods and Merchandise  
Fireproof Warehouse—Local and long  
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FOURTH AND CHERRY N.E.merchandise, household  
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Pool cars distributed. Private sidings. Free switching on all roads. Separate fireproof warehouses for household goods. Modern equipment combined with speedy service.

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Low Insurance Rates. Sprinkler Systems.

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Manager and Treasurer  
**CONSIGN VIA BALTIMORE AND OHIO RAILROAD**

other documents which the paying carrier considers essential shall likewise be certified.

Note.—Certification of documents will be acceptable when made by a member of the firm, president, vice-president, traffic manager or office manager employed by the firm or corporation making claim.

It is also desirable that such an officer duly sign the claim presentation form (or letter).

**Household Goods Not  
Allowed on Rail Trucks**

The Texas and New Orleans railroad, New Orleans, has been authorized to use motor truck service, with minor exceptions, in hauling commodities, in an order issued by the Interstate Commerce Commission, bureau of motor carriers.

Excepted in the order are high explosives, household goods when transported as a separate and distinct service, commodities requiring special equipment and commodities which are injurious or contaminating to other lading.

The routes authorized are between Raceland and Lockport, Raceland and Bowie, Raceland to Glenwood, Thibodaux and Houma, Houma and Gibson, New Iberia and Port Barre, New Iberia and Patoutville, New Iberia and Avery Island, Burke and Lake Charles, Burke and Youngsville, Lafayette and Breaux Bridge, Lafayette and Milton, Lake Charles and Lake Arthur, and Lake Arthur and Thornwell.

## 1,500,000,000 Lbs. Candy Annually

With the United States consuming more than 1,500,000,000 lbs. of candy annually, or about 13 1/4 lbs. per capita, the University of California has decided to add a course in candymaking.

## CINCINNATI, OHIO

YOUR OWN BRANCH HOUSE  
WITHOUT THE OVERHEAD

**Modern — Efficient — Responsible**

EVERY DISTRIBUTION AND  
WAREHOUSING SERVICE  
KNOWN TO THE TRADE

**CINCINNATI TERMINAL WAREHOUSES, INC.**

U. S. General Bonded Warehouse Number 1  
Parkway 8070      Cincinnati, O.

## CINCINNATI, OHIO

LET US  
**REDUCE YOUR DISTRIBUTION COSTS**

**CARLOAD, DISTRIBUTING, WAREHOUSING  
LOCAL & SUBURBAN TRUCKING**

Diversified motor truck equipment  
contracted for to meet your requirements.

Merchandise haulers—Pool car distributors  
Car Loading—Transferring

**The CINCINNATI TRANSFER Co.**  
Office and Warehouse, 739 W. 6th St.

## CINCINNATI, OHIO

**Consolidated Trucking, Inc.**  
Local and Long Distance Trucking  
—Storage

1035-55 Flint St.  
(Flint, Cortland and Hoefer Sts.)  
Merchandise Storage  
Penn. R. R. Siding

Pool Cars  
Inter-City Truck Depot

## CINCINNATI, OHIO

**The "Al" Naish Moving and Storage Co.**  
3211 Madison Road, Cincinnati, Ohio

Two Household Goods Warehouses of Fireproof Construction,  
40,750 Sq. Ft. Consign Shipments to Oakley Sta.  
of B&O. Distribution of Pool Cars. Transfers Household  
Goods. Cargo Insurance.

Member of May WA—OFWA—OACH—CIAVOW

## CLEVELAND, OHIO

Daily State Freight  
Distribution

**BRAMLEY STORAGE CO.**

A Storage House of Distinction  
Railroad Siding, Low Insurance Rates, Sprinkler System  
C.F.W.A. and Steam Heated O.W.A.

## CLEVELAND, OHIO

**BRITTEN TERMINAL Inc.**

UNITED STATES CUSTOM BONDED  
Merchandise Storage & Distribution. Lowest In-  
surance Rates. Covered Rail & Truck Docks  
Operate Own Truck Equipment. Pool Car Dis-  
tribution.

2775 PITTSBURGH AV.  
Telephone PProspect 2970

## CLEVELAND, OHIO

**The Curtis Brothers Transfer Co.**  
French & Winter Sts.      Cleveland, Ohio

Specializing in Merchandise Storage  
Private Siding on N.Y.C. RR.   Distribution of pool cars  
Motor Freight Service to Buffalo, N. Y., and  
Indianapolis, Ind.

## CLEVELAND, OHIO

**Distribution Terminal  
Warehouse Company**

Central Viaduct and West 14th St.  
Cleveland, Ohio

Local, regional and storage-in-transit  
service, offering every facility  
known to modern distribution.

New  
Ultra-Modern  
Plant

Trunk Line  
Terminal  
Complete Service

Continent-wide Connections

## CLEVELAND, OHIO

**"The Three R's" In Modern Warehousing**  
**RESPONSIBILITY**  
**REPUTATION**  
**RELIABILITY** — are found at  
**THE GREELEY-GENERAL WAREHOUSE CO.**  
 Located in the New York Central Freight Terminal at Broadway and E. 15th St.

## CLEVELAND, OHIO

## LEDERER TERMINALS

... HAVE SOMETHING IN STORE for you . . .  
 THREE GREAT WAREHOUSE LOCATIONS  
 GENERAL OFFICE, 1531 W. 25th ST.

## CLEVELAND, OHIO

### DIRECT FROM FREIGHT CARS



**H**IPMENTS to Cleveland, consigned to The Lincoln Storage Company over any railroad entering the city, can be handled from freight car direct to our loading platform.

Carload shipments to our private siding, 11201 Cedar Ave., on the N. Y. C. Belt Line, connecting with all R.R.s. entering Cleveland; L. C. L.-Penn, Euclid Ave. Sta. adjoining Euclid Ave. warehouse; other R.R.s. to Cleveland, Ohio.

### LINCOLN STORAGE

W. R. Thomas, Pres.

5700 Euclid Ave. CLEVELAND 11201 Cedar Ave.



## CLEVELAND, OHIO

TEL. CHERRY 4170

## NATIONAL TERMINALS CORPORATION

1200 WEST NINTH STREET

Three Modern Fireproof Buildings—Two with Dock Facilities on Cleveland's Water Front

Most Economical Warehouse and Distribution Services  
 VIA WATER—RAIL—TRUCK ARE AVAILABLE THROUGH

Cleveland's Largest Cold and General Merchandise Warehouse

## CLEVELAND, OHIO

## CITY-WIDE SERVICE IN CLEVELAND



Exclusive Agent:  
 Greater Cleveland  
 for Aero-Mayflower  
 Transit Co.

Our eight modern warehouses in the better neighborhoods of Greater Cleveland enable us to give you unsurpassed service.  
**The NEAL  
 STORAGE COMPANY**  
 CLEVELAND OHIO

**ATTENTION  
 SHIPPERS**

Warehouse receipts can be used for financing. This is considered excellent collateral by banks and these assets are separately considered.

## CLEVELAND, OHIO

MERCHANDISE STORAGE  
 POOL-CAR DISTRIBUTION  
 HEATED LIQUOR STORAGE  
 CUSTOMS BONDED  
 WAREHOUSE  
 LEASE SPACE



A MODERN, FIRE-PROOF STRUCTURE WITH  
 ENCLOSED DOCKS. N.Y.C. SIDING WITHIN BUILDING

## THE OTIS TERMINAL WAREHOUSE CO.

1300-38 W. NINTH ST. CLEVELAND, OHIO  
 U. S. GENERAL BONDED WAREHOUSE No. 4

## CLEVELAND, OHIO

## Facilities, Service and Security

Merchandise Storage and Distribution . . .  
 Fireproof Buildings . . . A.D.T. Service . . .  
 Low insurance rates . . . Convenient locations . . .  
 United States Custom Bonded . . . Fumigation if desired . . . Pool car distribution.

## RAILWAY WAREHOUSES, INC.

3450 CROTON, S.E. CLEVELAND, OHIO

Represented by  ALLIED DISTRIBUTION INC. CHICAGO  
 NEW YORK 1525 NEWBERRY AVE., MONROVIA

## N.F.W.A. Summer Convention

(Continued from page 17)

and the household goods of personnel. Every branch of the service, except the Army and Navy, comes under the Federal Traffic Section, Procurement Division, Treasury Department. It is stated, however, that the Army and Navy may in the near future be included. All van service is now routed on tariff rates and not on a bid basis, as heretofore. Van operators are now ordered to move effects on an order bill of lading.

J. F. Rowan, executive secretary of the Household Goods Carriers' Bureau, started the convention with the announcement that whatever good had come from the new departure for handling of Government traffic via common carriers would be offset considerably by a ruling of the general accounting office at Washington denying payment of transportation charges of common carriers under the new arrangement.

As a result of this move on the part of the general accounting office, the following resolution was passed at the convention:

"Whereas, there exists the practice by government departments to contract for movement of government office equipment and other property, also household goods and personal property for its employees, by motor van through competitive bid procedure.

"And whereas, the Federal Traffic Section, procurement division, Treasury department, after study of this practice in the light of the motor carrier act of 1935, have through cooperation with the interstate commerce commission developed a plan for improved arrangement, as set forth in Procurement Division, branch of supply letter, No. 309 of June 21, 1938.

"And whereas, the correction of present conditions as provided by this letter are nullified by a ruling of the general accounting office in denying payment of transportation charges of motor common carriers under this new arrangement.

"Be it resolved, that members of the N.F.W.A. and the A.V.L., Inc., collectively and individually petition the president of the U. S. to institute immediate investigation of all facts and evidence involved in this conflict of administra-

## COLUMBUS, OHIO

## Cover OHIO from Columbus

Modern warehouses and bonded storage facilities. A.D.T. System. Private double track siding. Receiving floor at car level. Shipping floors at truck level. Free switching from all railroads.

**Columbus Terminal Warehouse Company**  
55-85 Terminal Way Columbus, Ohio  
Established in 1882

## COLUMBUS, OHIO

Member of Ohio Warehousemen's Association

## COLUMBUS WAREHOUSES, INC.

A COMPLETE MERCHANDISE DISTRIBUTION WAREHOUSE

MOST CENTRAL WAREHOUSE—3 BLOCKS OF CENTER DOWNTOWN DISTRICT

POOL CAR DISTRIBUTION

PRIVATE SIDING AND SWITCH—N. Y. CENTRAL LINES  
228 West Broad St., Columbus, Ohio

## COLUMBUS, OHIO

Consign Your Household Goods Shipments to

## DAN EDWARDS at COLUMBUS

Packing—Shipping—Storage—Local and Long Distance Moving—Steel and Concrete Warehouses—Private Siding

**EDWARDS TRANSFER AND STORAGE CO.**  
426 North High St., Columbus, Ohio

Member—National Furniture Warehousemen's Assn., Ohio Warehousemen's Assn.

## COLUMBUS, OHIO

CHAS. F. COHAGAN, PRES.  
LET US SERVE YOU AT COLUMBUS



A D T System

The Merchandise Warehouse Co.  
370 W. Broad St. Columbus, Ohio

MEMBER: A.W.A.—O.W.A.—A.C.W.

LOW INSURANCE

## COLUMBUS, OHIO

MERCHANDISE STORAGE and DISTRIBUTION



THE NEILSTON STORAGE CO.

## DAYTON, OHIO

THOS. F. LARKIN  
WAREHOUSE & CARTAGE COMPANY

925 East First Street

Whse. (MDSE) Steel; private siding on Erie R.R. Free switching from all other lines. Dist. Mdse. Pool Cars. City delivery of Mdse. Motor truck service.

## LIMA, OHIO

## The Stelzer Truck &amp; Storage Co.

407-11 Findlay Rd.

Merchandise and Household Goods Storage, Moving, Packing, Shipping  
Distribution of Pool cars, NYC siding  
Member: M.W.A., O.A.C.H.

## MARION, OHIO

## MERCHANTS TRANSFER &amp; STORAGE CO.

180 East Mill St., Marion, Ohio

Est. 1895

Strictly Fireproof warehouse for Merchandise and Household Goods. Lease Space. Cold Storage, Private Siding into warehouse. For complete service contact us.

Member: M.W.A.—O.F.W.A.—O.W.A.

## SPRINGFIELD, OHIO

## WAGNERS SERVICE, INC.

Pennsylvania Railroad and Lowry Ave.

A warehouse service that embodies every modern facility for the storage and distribution of Household Goods and Merchandise—Motor Freight Service—Door to door delivery at Dayton, Springfield and Columbus daily.

Member of A.W.A.

For the convenience of shippers, this section is arranged geographically

## TOLEDO, OHIO



## WILLIS DAY STORAGE CO.

456,000 cu. ft.

Merchandise and Household Goods Storage,  
Moving, Packing, Shipping  
Distribution of Pool Cars

Member of May WA—OFWA—TOL—CA  
608-10-12 Monroe St. • Adams 7144

## TOLEDO, OHIO

GREAT LAKES  
TERMINAL WAREHOUSE CO.

321-359 Morris Street—Toledo, Ohio

## GENERAL MERCHANDISE

AND  
COLD STORAGE

## Complete Warehouse Facilities

Toledo's largest modern warehouse—serving  
Ohio, Indiana and Michigan.

Private sidings New York Central and B&O RR's.

## TOLEDO, OHIO

## NATIONAL TERMINALS CORPORATION

OFFICE: 247 MORRIS STREET

Phone Adams 8275

Most Economical Warehouse and Distribution Services Via Water, Rail and Truck Are Available Through Toledo's Best Located Most Accommodating Warehouses and Docks.  
Two Private Docks Capable of Serving Any Size Boat on the Lakes.  
Both Inland and Dock-Side Warehouses.

## TOLEDO, OHIO

The RATHBUN CARTAGE CO.  
2941-2951 MONROE STREET

"Rathbun" is fully equipped to efficiently handle your merchandise and household warehousing needs in Toledo. . . . Moving, packing, shipping, storing. . . . Riggers and machinery movers. . . . POOL CARS SOLICITED. . . . Local & Long Distance Moving.

Member OFWA—OWA.

## TOLEDO, OHIO

## "QUICK SHIPPERS"

TOLEDO TERMINAL  
WAREHOUSE, INC.

128-138 VANCE STREET, TOLEDO, OHIO

Merchandise storage . . . Pool car distribution . . . Fireproof . . . Private siding Nickel Plate Road . . . Free switching . . . Negotiable receipts . . . Transit storage arrangements . . . Motor truck service . . . Located in Jobbing District . . . U. S. Customs Bonded.

MEMBERS: American Warehousemen's Association  
▼▼▼ Ohio Warehousemen's Association  
Toledo Chamber of Commerce

Represented by  
NEW YORK ALLIED DISTRIBUTION INC. CHICAGO  
11 WEST 43RD ST. PHEN. 6-0968 1525 NEWBERRY AVE. MON. 5331

## YOUNGSTOWN, OHIO

1937

1938

WHEN MOVING EMPLOYEES TO OR FROM  
YOUNGSTOWN, OHIO  
CONSULT

THE WM. HERBERT & SON CO.  
646 MARKET ST.

"Over 50 Years of Dependable Service"

## OKLAHOMA CITY, OKLA.

## Commercial Warehouse Co.

Exclusive Merchandise Storage

Pool Car Distributors

Free Switching

14c. Insurance rate



## OKLA. CITY, OKLA.

Established 1881

O. K. Transfer & Storage Co.  
General Warehousing and DistributionMOTOR  
TRUCKS  
& TEAMINGHOUSEHOLD  
GOODS

MERCANDISE

MEMBERS  
NFWA, AWA,  
Dist. Service, Inc.

## OKLAHOMA CITY, OKLA.

Member of A.W.A.—S.W.A.

Bonded Under State Law

## Oklahoma Bonded Warehouse Company

Merchandise Warehousing  
Pool Car Distribution

Free Switching  
Private Trackage  
P. O. Box 1222

Represented by  
ALLIED DISTRIBUTION INC.  
NEW YORK  
11 WEST 43RD ST. PHEN. 6-0968

50,000 Sq. Ft.  
CHICAGO  
Floor Space  
Fireproof  
1525 NEWBERRY AVE. MON. 5331

## J. S. Haff

James Sherman Haff, traffic manager of the Liggett and Myers Tobacco Co., died at St. Louis on July 12.

Federal Barges Save  
Shippers \$28,000,000

"The Federal Barge Lines have saved shippers over \$28,000,000—more than the entire capitalization of the corporation—on freight actually handled," Garratt S. Wilkin, special representative of the Inland Waterways Corp., told members of the New Orleans Kiwanis club at a luncheon at the St. Charles hotel.

He denounced railroads' demands that the barge lines be abolished and warned against a relaxation of restrictive measures against the railroads lest the latter cause a return to the "conditions that existed 50 yrs. ago."

The barge line enjoyed net revenues during 1937 of \$250,000 while it used but \$12,000,000 of its \$15,000,000 appropriation, Mr. Wilkin said. It is now spending \$3,000,000 out of revenue for new equipment, he added. "The barge line has not only done this without injury to the railroads," he concluded, "but has actually benefitted them by encouraging industries in the area it serves and increasing general prosperity in which the railroads participate more than any other type of haulage."

## Dried Eggs

Since 1930, there has been a growth of the dried egg industry in the United States, producing a product superior to the Chinese imports. Dried eggs are used

## OKLAHOMA CITY, OKLA.



## THE PUBLIC WAREHOUSE COMPANY, INC.

1-9 Northwest First Street, Oklahoma City, Oklahoma

MERCHANTISE STORAGE—COOLER ROOMS  
POOL CAR DISTRIBUTION

Brick and Concrete Construction Building, Strictly Fireproof—Automatic Sprinkler System. Insurance Rate 11.4c. Santa Fe Siding Conveniently located in Downtown Industrial and Retail districts.

## OKLAHOMA CITY, OKLA.



Fireproof Warehouses for Merchandise and Household Goods Automatic Sprinkler System Office and Warehouse 303-313 East Grand Avenue

We Solicit Your Accounts for Transfer and Storage Members of American and National Warehousemen's Associations

## OKLAHOMA CITY, OKLA.



## OKLAHOMA CITY'S FINEST WAREHOUSES

## RELIABLE VAN &amp; WAREHOUSE CO.

HOUSEHOLD GOODS STORAGE  
MERCHANTISE STORAGE  
POOL CAR DISTRIBUTION

## TULSA, OKLA.

FEDERAL  
STORAGE & VAN CO., Inc.

The Coggeshall Co.

## MDSE. STORAGE &amp; DIST.

Punctual Service & Remittances  
Centrally Located—Low Fire Rates

## TULSA, OKLA.

Joe Hodges Fireproof Warehouse  
Moving — Packing — Storage

Mixed Cars a Specialty. Large docks for sorting. We solicit your shipments to our city and assure you we will reciprocate and guarantee prompt remittance. Located on Railroad. Best Service Obtainable.

Member American Warehousemen's Association, American Chain of Warehouses

largely by manufacturers of prepared flours, baking powders, pastries, ice cream, and marshmallows.

At the present time, neither frozen nor dried eggs are marketed in household packages, though experimental work is now being done on dried eggs with the purpose of making them available for home use.

## New Wilhelm Warehouse

A modern \$160,000 warehouse is soon to be constructed in Portland, Ore., for Rudie Wilhelm Warehouse Co., Inc. This new warehouse will be equipped with every modern facility for economy and the efficient handling and distribution of all manner of goods. It will have a 200 ft. loading area for cars and a spur track on terminal trackage on Northwest 13th Ave., large modern hydraulic elevators and loading platforms for trucks. It will be 200 ft. square, two stories in height, and occupy a site at Northwest 13th and 12th Aves.

## A. E. Overmyer

A. E. Overmyer, the father of H. M. Overmyer, president of the Merchants and Manufacturers Warehouse, Toledo, Ohio, died at Pasadena, Cal., June 2.

*For the convenience of shippers, this section is arranged geographically*

## TULSA, OKLA.

## Tulsa Terminal Storage &amp; Transfer Co.

8 No. Cheyenne

Tulsa, Okla.

Handling General line of Merchandise Storage. Our fireproof warehouse, fully sprinklered. Equipped with burglar alarm. Bonded to the state.

Member of Associated Whses., Inc.—A.W.A.



## PORTLAND, ORE.

## Colonial Warehouse and Transfer Co.

Operating Public and Custom Bonded Warehouses  
Licensed under the U. S. Warehouse Act  
Merchandise, Storage and Distribution  
Private Siding Free Switching Sprinklered  
1152 N. W. GLISAN STREET

## PORTLAND, ORE.

## HOLMAN TRANSFER CO.

1306 N. W. HOYT STREET

General Merchandise Storage and  
DistributionPrivate Siding All Railroads Entering Portland  
Located in the center of wholesale and jobbing district.POOL CAR DISTRIBUTION  
A SPECIALTYMember A. W. A.—Amer. Chain.  
Established 1864

## PORTLAND, ORE.

J. H. CUMMINGS, Pres.

## MERCHANTISE, STORAGE &amp; WAREHOUSING

## Northwestern Transfer Co.

## General Forwarding Agents

SPECIAL ATTENTION GIVEN TO POOL CARS  
Our private siding is served by all railroads  
1504 N. W. Johnson St., Portland, Oregon  
Estab. 1864

## PORTLAND, ORE.

## OREGON TRANSFER COMPANY

Established 1868

1238 Northwest Glisan Street Portland, Oregon  
U. S. BONDED and PUBLIC WAREHOUSES  
Merchandise Storage and Distribution  
Lowest Insurance Rates—Sprinkler Equipped  
Member A. W. A.  
Eastern Representatives Distribution Service, Inc.

## PORTLAND, ORE.

## MERCHANTISE WAREHOUSING AND TRANSPORTATION

Pool Cars and L. C. L. Distribution to the Pacific Northwest and  
Inland Empire with Free Pick Up and Delivery Service to All Main  
Points. Route your shipments via Water or Rail to us.PIHL TRANSFER & STORAGE CO.  
1231 N. W. Hoyt St. Portland, Oregon  
Our Personal Supervision assures you prompt and proper service.

## PORTLAND, ORE.

COVER THE NORTHWEST  
THROUGH

## RUDIE WILHELM WHSE. CO., INC.

Rudie Wilhelm, Pres. Member A.W.A.

U. S. Bonded—Concrete Building—A. D. T. Sprinkler System

Complete Facilities for Storage and Distribution  
of All Commodities

Agents: Universal Transcontinental Freight Service

PENNSYLVANIA

SHIPPERS' SERVICE SECTION

D and W, August, 1948

BETHLEHEM, PA.



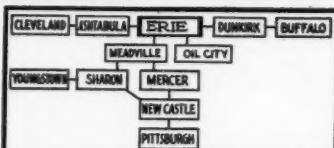
ERIE, PA.

THE ERIE  
STORAGE  
& CARTING  
COMPANY

1502 SASSAFRAS ST., ERIE, PA.

Trackage on New York Central Lines and switching to all other lines. Unexcelled facilities for handling shipments of merchandise and household goods. Branch house service for manufacturers. Pool cars distributed.

MEMBER: ALLIED VAN LINES — N.F.W.A.  
P.F.W.A.—Rotary and Kiwanis



THE IRWIN  
TRANSPORTATION  
COMPANY

1502 Sassafras St.,  
Erie, Pa.

Overnight service  
on merchandise to  
all of the above  
cities.

HARRISBURG, PA.

Pool  
Cars

Efficiently  
Handled  
Merchandise  
and  
Household  
Goods Storage



HARRISBURG STORAGE CO., Harrisburg, Pa.  
P. R. R. Siding, Agent for Aero Mayflower Transit Co.  
American Warehousemen's Association, Mayflower Warehouses,  
Pennsylvania. Furniture Warehousemen's Association, Pennsylvania.  
Warehousemen's Association, American Chain of Warehouses

HARRISBURG, PA.

KEYSTONE WAREHOUSE

GENERAL MERCHANDISE STORAGE  
POOL CARS DISTRIBUTED  
BRICK BUILDING—LOW INSURANCE  
STORE DOOR DELIVERY ARRANGED FOR  
PENNA. R. R. SIDING  
OPERATED BY HARRISBURG WAREHOUSE CO.

HAZLETON, PA.

KARN'S STORAGE, INC.

MERCHANDISE WAREHOUSE L.V.R.R. SIDING

Storage in Transit Pool Car Distribution

Packing — Shipping — Hauling

Fireproof Furniture Storage

Members: Mayflower W.A.—P.F.W.A.—P.W.A.

Est. 1915

LANCASTER, PA.

Keystone Express & Storage Co.

STORAGE—DISTRIBUTORS—FORWARDERS

Merchandise and Household Goods  
MANUFACTURERS' DISTRIBUTORS MOTOR SERVICE  
Siding on P. R. R. and P. & R.

LANCASTER, PA.

LANCASTER STORAGE CO.

LANCASTER, PA.

Merchandise Storage, Household Goods, Transferring,  
Forwarding  
Manufacturers' Distributors, Carload Distribution, Local  
and Long Distance Moving  
Members May. W.A.—P.F.W.A.

OIL CITY, PA.

CARNAHAN  
Transfer and Storage

Fireproof warehouse. Distribution of merchandise and household goods  
pool cars. Private rooms for furniture and pianos.  
Furniture packing a specialty.

Forwarding agents

Members N. F. W. A.

PHILADELPHIA, PA.

Est. over 50 years.

FENTON STORAGE CO.

Absolutely Fireproof

46th and Girard Ave.

Cable Address "Fenco"

P. R. R. Siding

Storage, moving and distribution of household goods and merchandise

PHILADELPHIA, PA.

Fidelity—20th Century Storage Warehouses

General Offices—1811 Market St.

Agent for Allied Van Lines, Inc.

Bus type vans for speedy delivery anywhere. We distribute  
pool cars of household goods. Prompt remittance.

Assoc. A. W. A., N. F. W. A., Can. S. & T., P. F. W. A.

PHILADELPHIA, PA.

GALLAGHER'S WAREHOUSES

Executive Offices—708 So. Delaware Ave.

General Merchandise Storage and Distribution

U. S. Bonded and Free Stores

Carload Distribution  
Direct Railroad Siding: Penna. R. R.—Reading R. R.  
Company owns fleet of motor trucks for  
city and suburban deliveries

PHILADELPHIA, PA.

BUELL G. MILLER, President



**MILLER**  
North Broad Storage Co.

BROAD & LEHIGH & BRANCHES

Member M.W.A., P.M.T.A., C.P.M.A. of Pa.

PHILADELPHIA, PA.

RED LION FIREPROOF WHSES.

3120-22-24 MARKET STREET

Opposite P.R.R.—W. Phila. Station  
General Mdse. & Household Goods.  
Office & Warehouse Space Current  
Low Rates. Call, Write or Phone  
Your Inquiries. GEO. A. MATTSON, Mgr.



# Key Center of the Big Eastern Market



## MOTOR TRUCK SERVICE

We own and operate a fleet of motor trucks to provide "Store-Door" delivery throughout the Philadelphia trading area and are especially equipped to render "next-morning" delivery anywhere within the area shown in the map.

**13** large warehouses . . . modernly constructed . . . modernly equipped . . . staffed with an efficient personnel. Located in the important retail and wholesale districts of Philadelphia, the shipping center for the East's largest market. Adjacent to steamship piers where regular sailings are maintained for coastwise, intercoastal and world ports. Direct connections with the Pennsylvania Railroad and the Reading Company. Regular pool car service. Ample facilities for prompt, economical handling of merchandise of every kind.

*Special accommodations for household goods shipments.*

WRITE FOR PARTICULARS

## TERMINAL WAREHOUSE COMPANY

Delaware Avenue and Fairmount  
PHILADELPHIA

Members—A. W. A., N. F. W. A., Pa. F. W. A.

Represented by DISTRIBUTION SERVICE, INC.

100 Broad Street, NEW YORK CITY . . . Bowling Green 9-0986  
625 Third Street, SAN FRANCISCO . . . Phone Sutter 3461  
219 East North Water Street, CHICAGO . . . Phone Sup. 7180

*An Association of Good Warehouses Located at Strategic Distribution Centers*

## Phila.-So. American Shipments in Grace Ships

Contacts with exporters and importers in and about Philadelphia by the transportation and foreign trade bureau of the Philadelphia Chamber are reported to indicate that the initiation of direct service by the Grace Line from Philadelphia to the West Coast of South America in August will meet with heavy freight response.

A survey recently completed by Samuel H. Williams, manager of the chamber's bureau, points to heavy trade possibilities existing with the countries covered by this service. With Panama there are 137 firms exporting and four importing; with Peru, 105 exporting and 16 importing; with Chile, 133 exporting and 25 importing; with Colombia, 139 exporting and 15 importing and with Ecuador, 77 exporting and 3 importing.

The Grace Line service is locally under the direction of John C. Rogers & Co., as agent.

## Penna. Supreme Court Voids 44-Hr. Working Week for Men

The state supreme court has voided Pennsylvania law fixing a 44-hr. working week for men. The opinion of the court held that a section of the 44-hr. law delegating power to the Department of Labor and Industry to regulate hours of employment violated the Constitution. The court held that because that section was invalid, "the whole act must fall" and "it is, therefore, unnecessary to pass upon other questions raised in the case."

Another point, specifying that any changes in work schedules should conform to Federal regulations, was denounced as an attempt to "hand over to Federal authority" the power to regulate Pennsylvania working hours. The law, signed by Governor Earle July,

## PHILADELPHIA, PA.

### 37 Acres of Storage Space

- 22 Modern Warehouses
- Centrally Located
- Storing Shipping
- 

One of the largest groups of modernly equipped, conveniently located warehouses in the East. Exceptional accommodations are provided for storing and shipping merchandise of every kind (bonded and free). Close proximity to steamship piers and direct connections with all railroads entering Philadelphia, plus our own fleet of 22 motor transports, insure prompt shipments and deliveries with safety and economy. Numerous other services are provided. Write for particulars.

### PENNSYLVANIA WAREHOUSING & SAFE DEPOSIT CO.

General Offices, Cor. 4th & Chestnut Sts., Philadelphia

JOHN A. McCARTHY, President

MEMBER: American Chain of Warehouses  
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Pennsylvania Warehousemen's Association

NEW YORK: Geo. W. Perkins, 82 Beaver St. Tel., Hanover 2-1954  
J. W. Terreto, 250 Park Ave. Tel., Plaza 3-1235

CHICAGO: W. H. Eddy, 53 W. Jackson Blvd. Telephone, Harrison 1496



## CHARLESTON, S. C.

## Charleston Warehouse and Forwarding Corp.

Merchandise Storage and  
Distribution of Pool Cars

Modern Concrete Warehouse. 100,000 Square Feet of Storage Space.  
Private Tracks Connecting with All Railroad and Steamship Lines.  
Motor Truck Service.

Members of the American Chain of Warehouses, Inc.

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## BONDED

COMPLETE STORAGE FACILITIES  
for MERCHANDISE &  
HOUSEHOLD GOODS.

Pool Cars Handled. Household Goods  
Transferred. Long Distance Trucking.  
Member of A.W.I.A.—MayWA 700 Block College

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Pool Car Distribution—Motor Truck Service  
Low Insurance Rate

Private Siding

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## FIREPROOF STORAGE &amp; VAN COMPANY, Inc.

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135,000 square feet on Southern Railway tracks.

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Insurance at 12c. per \$100.00  
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solicited. Prompt remittances  
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MEMBERS American Warehouses' Ass'n  
PROMPT AND EFFICIENT SERVICE

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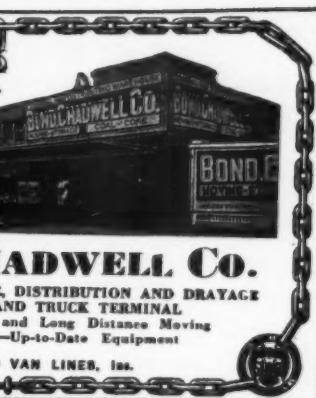
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Fire Proof Warehouse Space—Centrally Located

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Insurance Spot Stock and Pool  
Car Distribution — Private  
Siding—Free Switching  
Motor Truck Service.

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PRIVATE SIDING—FREE SWITCHING

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## TEXAS STORAGE COMPANY

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Transfer Household Goods

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For the convenience of shippers, this section is arranged geographically

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TRANSFER AND STORAGE CO., Inc.

Established 1812

Distribution Pool Cars or Boat Shipments  
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REFERENCE ANY DALLAS BANK

AMERICAN  
TRANSFER & STORAGE CO.BONDED FIREPROOF WAREHOUSES  
MERCANDISE—HOUSEHOLD GOODSPOOL CARS DISTRIBUTION LOCAL DRAYAGE  
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With three warehouses having a total of 180,000 square feet of floor space; with our  
private side and free switching to Dallas' eleven Trunk Line Railroads—in Dallas,  
Binyon-O'Keefe is best prepared to serve you.For 60  
YearsBINYON-O'KEEFE  
Fireproof Storage Co.

Dallas

Associated with Distribution Service, Inc.

For 60  
Years

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(Established 1875)DALLAS TRANSFER AND  
TERMINAL WAREHOUSE CO.Second Unit Santa Fe Building  
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Construction—  
Office, Display,  
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Warehouse SpaceOperators of Lone Star Package Car Company  
(Division), Daily service via rail from St. Louis  
and G. P. R. R. via St. Louis and Texas points.  
Semi-weekly service via Morgan Shipping Lines from New York and Seaboard  
territory to all Texas points. H. & N. T. Motor Freight Lines, serving South  
Central, North Texas and Oklahoma.MEMBERS { A. W. A. N. F. W. A. American Chain of Warehouses  
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Complete Warehousing

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301 North Market St.  
Merchandise Storage and  
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Packing—Long Distance Hauling  
Associate Managers

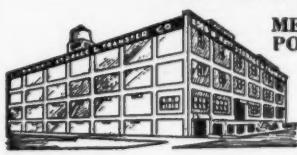
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## SPECIALIZING

MERCANDISE STORAGE  
POOL-CAR DISTRIBUTIONSERVING THE GREAT  
SOUTHWEST AREAEVERY ACCOUNT IS  
PERSONALLY SUPERVISED  
BY THE MANAGEMENTKOON-McNATT STORAGE & TRANSFER CO.  
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Over 10,000,000 Pounds of Freight Handled Monthly for Dallas Shippers

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Houston Street at McKinney Avenue. 1917 North Houston Street.

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The business address of a number of the largest manufacturers in the world, a  
splendid modern plant. A strategic distribution center. A highly specialized  
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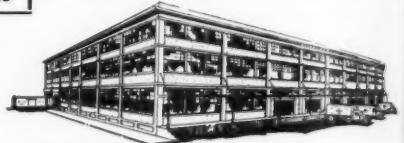
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(See Companion Service Under Ft. Worth Listing)

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"Service With Security"

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Lowest Content Insurance Rate  
Fireproof Storage of Household Goods, Axes  
& Merchandise. State and Customs Bonded.  
Private Trackage—T. & P. and So. Pac. Rys.  
Pool Car Distribution—Motor Truck Service

Incorporated in 1920

Members—N.F.W.A.—S.W.T.A.—Agent for Allied  
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## In Fort Worth It's Binyon-O'Keefe

With three warehouses having a total of 250,000 square feet of floor space; with  
our private side and free switching to Fort Worth's eleven Trunk Line Railroads  
in Fort Worth, Binyon-O'Keefe is best prepared to serve you.For 60  
YearsBINYON-O'KEEFE  
Fireproof Storage Co.For 60  
Years

Associated with Distribution Service, Inc.

**Warehousing for Exports & Imports***(Concluded from page 19)*

new account. The warehouse, being supplied with an accredited list, serves jobbers in its own trucks; or a jobber's truck may call at a warehouse for its own supply. A jobber's instructions as to shipment are followed, the warehouses notifying the Home Office of deliveries, and also furnishing the company with a monthly report on their own forms. Once a year a physical report is required from all warehouse units. The accounts are generally found to balance, but if any difference occurs, it is always very slight.

**Letters to the Editor***(Continued from page 21)*

believe that that type of transportation warfare is now or ever will be due, and certainly there ought not to be unleashed on us any power to begin such a battle while we are attempting to get ourselves adjusted to the regulation with which the rails are so familiar and adapted."

The editorial also states the bill has been described as "harmful to inland warehousemen . . . ."

Representative Walter Chandler of Tennessee, at Page 205 of the printed hearings, says: "With the passage of this measure intermediate points could with impunity be deprived of the natural benefit of their location with respect to more distant origins and destinations. . . . There seems no question but that under the proposed law the larger shippers and communities, with their greater tonnage, would be the beneficiaries at the expense of the smaller shippers and communities. . . . There is, therefore, a real need for the protection of the interior and the smaller communities from discrimination at the hands of the railroads. . . . Abrogation of the long-and-short-haul clause would place in the hands of the railroads the power to make or break a community or its shippers by virtue of the right to publish rates in disregard of the long-and-short-haul principle.

" . . . Repeal of the present law would open the doors to an era of ruthless rate slashing between competing carriers and result in discrimination between communities which would be destructive of the best interests of the carriers themselves and particularly of the smaller communities and shippers at intermediate points denied preferential rates."

Representative Walter M. Pierce, at Page 264, says: "If (freight is) shipped at a loss, somebody has got to pay for it. Now, who? The interior. . . . It will work a great hardship on the interior country. I do not have a question of doubt about it."

At Page 415, Representative John R. Murdock of Arizona, arguing the disadvantages that will accrue to inland points, says: "While I am glad to point out that Arizona is wonderfully blessed by nature, we do not have a seaport, and consequently cannot hope to have the advantages of more reasonable rates brought about by rail and water competition. It is with this reasoning that we oppose the Pettengill bill."

Naturally anything that shifts rates to adversely affect shipping to inland points, adversely affects inland warehousing, but more directly to the point is the statement of C. B. Bee of The Oklahoma Railroad Rate Department, at Page 351: ". . . they nevertheless would have these discriminatory rates, to have withdrawn the distribution of these tobacco and cigarettes from Oklahoma and to have such distribution established in Texas."

And, at Page 367, C. D. Arnold of Lake Charles, La., says:

"The proposed bill would leave smaller commun-

**FORT WORTH, TEXAS****Fort Worth Warehouse & Storage Co.**

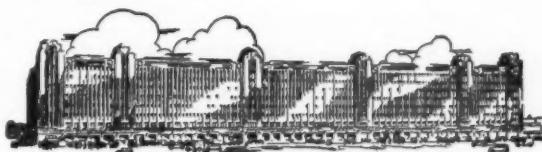
201 So. Calhoun St. Fort Worth, Texas  
Merchandise and Household Goods, Storage, Cartage and  
Pool Car Distribution  
Member of M.W.A.

**FORT WORTH, TEXAS****A Complete Merchandise Warehouse Service**

MERCHANDISE STORAGE — COLD STORAGE — POOL  
CAR DISTRIBUTION — FRISCO R.R. SIDING  
MODERN — FIREPROOF WAREHOUSE  
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**FORT WORTH, TEXAS**

*The Southwest's Finest Warehouse*

**MERCHANDISE STORAGE  
POOL CAR DISTRIBUTION, OFFICE DISPLAY  
AND WAREHOUSE SPACE**

**Texas and Pacific**

**Terminal Warehouse Co.**

*(See Companion Service Under Dallas Listing)*

**HARLINGEN, TEXAS****Jones Transfer & Storage Co., Inc.**

Warehouses located at Harlingen, Brownsville, McAllen, Edinburg.  
Merchandise storage—pool car distribution, daily motor freight lines.  
Furniture vans—equipment for heavy hauling.

*Service Covers the Lower Rio Grande Valley*

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WAREHOUSES, INC.**

**Merchandise Storage — Pool Car Distribution  
Centrally Located — Lowest Insurance Rate  
Private Siding Southern Pacific Ry. Co.  
Goliad & Morin Sts. Houston**

**HOUSTON, TEXAS****CENTRAL FORWARDING INC.**

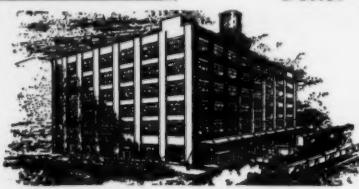
**CONTI AND WALNUT STS.**

**MERCHANDISE AND HOUSEHOLD GOODS  
STORAGE AND POOL CAR SERVICE  
OFFICE AND DISPLAY SPACE**

**O. J. UMBERFIELD,  
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*For the convenience of shippers, this section is arranged geographically*

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## Better Warehousing in

## HOUSTON

We operate a modern low insurance rate warehouse in the center of the wholesale, jobber, rail and truck terminal district. Most conveniently located for interior jobbers' trucks; well trained personnel; cooler space.

## HOUSTON CENTRAL WAREHOUSE CO.

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**Houston Terminal Warehouse & Cold Storage Company**  
General Storage Cold Storage U. S. Custom Bonded  
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Office Space Display Space Parking Space  
Lowest Insurance Rate

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Shipside and Uptown Warehouses  
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Commercial Storage

OFFICE SPACE PARKING SPACE  
MANUFACTURERS AGENTS  
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Merchandise Storage — Pool Car Distribution  
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New York Representatives: Chicago Representatives:  
DISTRIBUTION SERVICE, INC. 219 E. North Water St.  
100 Broad Street Member of A.W.A. and State and Local Associations.

## HOUSTON, TEXAS



HOUSTON  
812 Live Oak Street  
On H. B. & T. R. R.  
GALVESTON  
25th and A  
On Santa Fe R. R.  
**Wald Transfer & Storage Co., Inc.**  
BONDED FIREPROOF WAREHOUSES  
MERCHANDISE AND HOUSEHOLD GOODS STORAGE  
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RECEIVERS' AND SHIPPERS' AGENTS  
EXPERIENCE—SERVICE—RESPONSIBILITY  
Member of May. W. A.—Houston T. & W. A. and  
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## HOUSTON, TEXAS

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Transfer and Storage Co., Inc.

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Fireproof Warehouses  
Merchandise & Household Goods Storage—Pool Car Distribution—Lift Van Service  
—20 car lengths of trackage.  
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## CENTRAL WAREHOUSE &amp; STORAGE CO.

331 Burnett Street

## MERCHANDISE EXCLUSIVELY

Pool Car Distribution—Complete Service  
Distribution—Storage—Drayage  
Inquiries Solicited

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## MERCHANTS TRANSFER &amp; STORAGE CO.

## FIREPROOF BONDED WAREHOUSE

Complete Storage and Distribution Service

over 50 years of satisfactory service

Member of A.W.A.—N.F.W.A.—S.W.A.

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POOL CAR DISTRIBUTORS  
STORAGE AND DRAYAGE  
Dependable Service Since 1913

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Agent for Allied Van Lines, Inc.

Scobey Fireproof Storage Co.  
HOUSEHOLD MERCHANTISE  
COLD STORAGE CARTAGE  
DISTRIBUTION  
INSURANCE RATE 10c  
Members of 6 Leading Associations

ties embraced in the intermediate territory, whether to and from ports or to inland cities, at the mercy of the self-centered interests of a few or a group of carriers who constantly maintain large staffs of rate experts and attorneys, and would simply transfer this (their) burden on to the general public who are without adequate means of defending themselves until after the damage had been done, because they cannot control the actions of the railroads."

Directly in point is the statement of John F. Shaughnessy, President of the Intermediate Rate Assn., at Page 399: "The railroads in the old back-haul days divided up traffic among port and industrial centers for the purpose of producing double and even triple hauls on raw products in, and finished products out, for warehousing at selected terminal points or port cities and then jobbing the goods back into the interior at rates less than for the direct shorter hauls. They would 'skim the cream' and leave the producers to hold the sack throughout the intermediate Western and Southern States if the Pettengill bill is passed."

If the words "the fight for rate-making privileges," are objected to, reference may be had to lengthy discussion by Representative Pierce, at Page 263, in which he states he has checked back railroad propaganda in favor of the bill. "I personally know most of these people that write the letters," he said. "Most of them have never studied the problem. Many of them re-tract when informed."

The Chairman of the house committee is quoted, at Page 365, on the subject of railroad lobby, in the following language: "It shows that they (railroads) have employed their employees to attempt to mislead chambers of commerce, livestock associations, and farmers into sending letters to their congressmen and senators in favor of legislation which cannot but help

(Concluded on page 89)

## SAN ANTONIO, TEXAS



## SOUTHERN TRANSFER &amp; STORAGE CO.

FIREPROOF BONDED STORAGE  
U. S. Customs Bonded Warehouse—  
Cartman's Permit No. 1

## TYLER, TEXAS

## Tyler Warehouse and Storage Company

Bonded under the Laws of Texas

General Storage and Distribution from the Center of East Texas. Specializing in Pool Cars Merchandise.

## VICTORIA, TEXAS

## Specialists In

## General Merchandise Storage—

## Forwarding—Pool Car Distribution

Public bonded warehouses in Corpus Christi on Sou. Pac. and Harlingen on Mo. Pac. RR's. Common carrier motor freight service for Houston, San Antonio, Austin, Hebbronville and Rio Grande Valley. Expert handling. S.W.A. members.

## ROBINSON WAREHOUSE &amp; STORAGE COMPANY

General Offices: 1500 Tiger St., Corpus Christi

## WICHITA FALLS, TEXAS

Our 18th Year

## Tarry Warehouse &amp; Storage Co.

J. P. TARRY, Owner

## Wichita Falls Fireproof Warehouse

Motor Freight Service to All Territory

## Philadelphia Fireworks Case

(Concluded from page 84)

the Secret Service, as well as Mr. Raff. It seems the firecrackers were stored in the warehouse in question, without the formality of a city permit being asked for. Fire Marshall Clinton asserted that he hardly thought the Federal Government, after consideration, would ignore the State law and the civic provisions for the protection of the public.

Collector Raff said that the shipment is being guarded by Customs locks that it is a penal offense to break, or remove them without the consent of the collector of the port.

The Tariff Act of 1930 gives the collector of the port the right to permit firecrackers to be landed under bond and it was stated that the warehouse had been approved for the purpose by the fire underwriters.

It was regarded as probable that action would be begun by the city in U. S. District Court.

## Letters to the Editor

(Concluded from page 88)

injure the very people who are sending us the letters. The rates in the intermountain country are the highest of almost any part of the country. They should be reduced, but cannot be until the railroads are permitted to charge out-of-pocket rates to the coast."

One of the most complete briefs submitted in opposition to the Pettengill bill is that of the New Orleans Joint Traffic Bureau, which appears at Page 455. We will not attempt to analyze it, for it covers much of the ground touched by various other witnesses who are individually mentioned herewith.

*For the convenience of shippers, this section is arranged geographically*

## OGDEN, UTAH

Member of A.W.A.

## Western Gateway Storage Co.

Warehousing in all its branches

POOL CAR DISTRIBUTION

MERCHANDISE AND COLD STORAGE

Ogden is the Gateway to the Inter-mountain West

## SALT LAKE CITY, UTAH

## CENTRAL WAREHOUSE

Fireproof

Sprinklered

Insurance rate 18c. Merchandise Storage. Pool Car Distribution. Office Facilities.

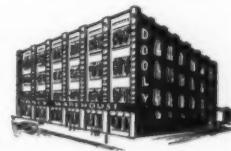
Member A. W. A.

## SALT LAKE CITY, UTAH

## DOOLY TERMINAL WAREHOUSE

COMPLETE STORAGE AND DISTRIBUTION SERVICE  
"IT'S THE LOCATION"

Represented by  
NEW YORK ALLIED DISTRIBUTION INC CHICAGO  
61 WEST 42ND ST. PHN. 6-0944 1515 NEWBERRY AVE. PHN. 5535



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## Merchandise Storage and Distribution

Over 1,000,000 cubic feet reinforced Concrete Sprinklered Space

Insurance Rate 14 Cents

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Salt Lake City, Utah

Represented by  
DISTRIBUTION SERVICE, INC.  
New York—Chicago—San Francisco

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Storage — Distribution — Service

## M. A. KEYSER FIREPROOF STORAGE CO.

328 West 2nd South

72,000

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Member AWA—NFWA—UWA—AWI

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Unsurpassed service. Specialists in distribution. Our receipts accepted as collateral by banks for merchandise in storage. Free P. & D. service over rail and truck lines.

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Operating

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"This is the Place"

FOR BETTER SERVICE  
SECURITY STORAGE & COMMISSION CO.

230 S. 4TH WEST STREET

Over 30 Years' Experience

Merchandise Warehousing - Distribution  
Sprinklered Building - Complete Facilities  
Lowest Insurance Cost - A.D.T. Watchman Service  
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250 Park Ave. 53 W. Jackson Blvd.

MEMBER:

A.W.A.—U.W.A.

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POOL CAR DISTRIBUTION OF MERCHANDISE AND  
HOUSEHOLD GOODS.SPRINKLERED BUILDING WITH AUTOMATIC  
FIRE ALARM.  
HOUSEHOLD GOODS TRANSFERRED

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HOUSEHOLD AUTOMOBILE STORAGE MERCANDISE

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NORFOLK, VIRGINIA

MODERN SPRINKLER EQUIPPED WAREHOUSE  
50,000 SQUARE FEET PRIVATE RAIL SIDING  
Lowest Insurance Rate in Norfolk. Pool Car Distribution  
WE SPECIALIZE IN MERCANDISE STORAGE  
AND DISTRIBUTION  
AGENTS AERO MAYFLOWER TRANSIT COMPANY  
Member M.W.A. & S.W.A.

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Established 1892

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STORAGE COMPANY, Inc.MEMBER:  
A.C.W.  
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S.W.A.  
U.S.C. of C.For economical storage and distribution  
you will want to know more about our  
individualized services. Our fireproof  
warehouses are in the Southgate Terminal,  
on the waterfront and in the center of  
Norfolk's wholesale district. Served by  
all rail, water and motor lines.

Write for Booklet—"7 POINT DISTRIBUTION"

## RICHMOND, VA.

## 59 YEARS OF UNINTERRUPTED AND EXPERT SERVICE

BROOKS TRANSFER and STORAGE CO., Inc.  
1224 W. Broad Street, Richmond, Va.Three Fireproof Storage Warehouses—810,000 Cubic Feet Floor Space—Automatic  
Sprinkler System—Low Insurance Rates—Careful Attention to Storage—Packing and  
Shipping of Household Goods—Private Railroad Siding—Pool Car Distribution—Motor  
Van Service to All States East of Mississippi River—Freight Truck Line.

Member of N. F. W. A.—A. V. L.—A. T. A.

## RICHMOND, VA.

STORAGE  
HOUSEHOLD  
GOODS  
OBJECTS of ART  
FURS—RUGS  
VALUABLESTHE W. FRED. RICHARDSON  
Security Storage Corporation  
PACKING FOR SHIPMENT  
Local and Long Distance Movements  
ESTABLISHED 1897  
Agent for Allied Van Lines, Inc.

## RICHMOND, VA.

160,000 Sq. Ft. Space

VIRGINIA BONDED WAREHOUSE CORPORATION  
ESTABLISHED 1908 1709 E. CARY ST.  
U. S. BONDED & PUBLIC WAREHOUSES  
MERCANDISE STORAGE & DISTRIBUTION  
INSURANCE RATES 20c PER \$100 PER YEAR  
Member A.W.A.  
BUILDINGS SPRINKLERED

## ROANOKE, VA.

H. L. LAWSON & SON  
Finance and Storage  
Pool Car Distributors  
General Merchandise Storage  
421-25 EAST CAMPBELL AVE.  
ROANOKE, VIRGINIA

## ROANOKE, VA.

## ROANOKE PUBLIC WAREHOUSE

Capacity 500 Cars

Automatic Sprinkler  
Private Railroad Siding

Accurate Accounting

We make a Specialty of Storage and Pool Car Distribution  
for Agents, Brokers and General Merchandise Houses.

Member of American Chain of Warehouses

## SEATTLE, WASH.

## EYRES TRANSFER &amp; WAREHOUSE CO.

A Seattle institution—50 years of outstanding service  
Cartage — Distribution — StorageHighest financial rating; new fireproof, sprinklered buildings;  
lowest insurance rate (10.2c); modern equipment.

"The Shippers' Open Door to Alaska and the Orient"

## SEATTLE, WASH.

## LET LYON GUARD YOUR GOODS

Northwest  
DistributorsSeattle—Tacoma—Portland  
Seattle, 2030 Dexter Avenue  
Dean C. McLean, Mgr.

## SEATTLE, WASH.

Lloyd X. Ceder, Pres.-Mgr.

Est. 1919

## SYSTEM Transfer &amp; Storage Co.

2601-11 Second Avenue

Warehousemen &amp; Distributors of

General Merchandise and Household Goods

Office and Desk Space—Low Insurance Rates

Member—A.W.A.—W.S.W.A.—N.F.W.A.—S.T.O.A.

## SEATTLE, WASH.

TAYLOR-EDWARDS  
Warehouse & Transfer Co., Inc.Free switching service—Low insurance rates  
Associated with leading warehouses through  
DISTRIBUTION SERVICE, INC.New York Chicago San Francisco  
Members of—American Warehousemen's Assn.; National Furniture Warehousemen's Assn.; Washington State Warehousemen's Assn.Petersburg, Va., Plans \$60,000  
Storage PlantAmerican Refrigeration Co., Inc., plans construction  
soon of a \$60,000 feeder storage plant in Petersburg,  
Va., if negotiations now being conducted there prove  
successful.The plant would be similar to the warehouses to be  
erected in Front Royal, Toano and Richmond, and would  
be used to frost vegetables and fruits before the food-  
stuffs are transferred to the Richmond plant.Officials of the Chamber of Commerce at Petersburg  
and H. L. Sizer of Richmond, president of the company,  
have been conferring in regard to the plant and a def-  
inite announcement is expected to be made soon.The local plant would serve the Southside Virginia  
area and make possible the frosting of vegetables and  
fruits immediately after they are picked from the  
farms. The warehouse would employ 20 persons with  
an annual payroll of approximately \$30,000.Seattle Port Accused in  
Storage CasesThe Port of Seattle may be required to obtain a  
license and operate a portion of its warehouses under  
a tariff fixed by the State Department of Public Service  
as the result of a hearing on July 8.The hearing was held on complaint of the Wash-  
ington

ton State Warehousemen's Assn., which asserts that the Port is engaged in the commercial warehousing business, in direct competition with the privately owned and operated warehouses, without complying with the rates and other regulations set by the department under state law.

Several officers of large Seattle warehouses testified that they had lost the storage business of large national manufacturers through rate and other concessions offered by the Port, which they themselves could not meet without violating the rates and regulations set by the board.

Testimony that the Port is engaged in the commercial warehousing business on a large scale was given by Leon Herkenrath, warehouse examiner for the department, who enumerated a list of forty commercial storage accounts on the books of the Port, several of them being storage of stocks of national food manufacturers distributed from the Bell Street Terminal.

The warehousemen's complaint requested that the Department of Public Service bring the warehousing operations of the Port under regulation of the state warehousing act.

Attorney D. J. Williams, representing the Port, contended that the Port operations do not come under the warehousing act. He brought out the fact that many of the warehouses making the complaint do not have storage facilities on the harbor and have a different set-up.

Stipulation as to the facts covering the movement of goods through the Port warehouses was agreed to by Williams and George R. Stuntz, attorneys for warehousemen. Each will file a brief on the question of whether the Port is subject to the warehousing rates and regulations of the department, and the board will decide at a later date.

### Apple Rate Suspended

Wenatchee apple growers and shippers are relieved by the decision made July 16 by Secretary Bert L. Baker of the Wenatchee Valley Traffic Assn., to suspend until Jan. 30th, 1939, the 5 per cent increase in express rates on fresh fruit. Secretary Baker stressed the fact that annually 12,000,000 boxes of apples are packed in Wenatchee, Wash. Since 75 per cent is shipped East, the 5 per cent increase would mean an increase in the freight rate of approximately \$400,000. The increase, however, has not been abandoned, only suspended or deferred until after the first of the year. The interim period will be devoted to hearings in the region.

### Waterways and Terminals

(Concluded from page 23)

on rail and river loading facilities from the Buckheart mine to Liverpool, Ill., on the Illinois River seven miles away. The Marquette Cement is investing about \$350,000 on barges, tow boat and other equipment. The cement company will take approximately 250,000 tons of coal annually from the Buckheart mine by barge.

The coal company is building a railroad spur from the mine to the river front where the loading dock will be erected. Construction already has started. The dock will be three miles north of Liverpool and will be for loading the coal into barges. The rail line will be seven and one-half miles long of standard gauge operated by steam locomotives and regular bottom dump coal cars.

The Commonwealth Edison Co., Chicago, is another large user of river coal transportation. It expects to bring to Chicago from the central Illinois fields by barge nearly 1,500,000 tons of coal this year.

*For the convenience of shippers, this section is arranged geographically*

### SEATTLE, WASH.



## OLYMPIC WAREHOUSE & COLD STORAGE CO.

MERCHANDISE STORAGE & DISTRIBUTION

J. R. GOODFELLOW, Pres.

**FACILITIES**—Cold Storage, 170,000 cu. ft.; Dry storage, 66,000 sq. ft.; Rentals, 20,000 sq. ft. **Fireproof**, brick const.; Sprinkler system; **Insurance rate**: 12.8c. **Siding** connects with all rail lines.

**SERVICE FEATURES**: Bonded U. S. Customs; State Licenses No. 2; State Liquor Control Board. **Pool car** distributors. **Office rentals** (modern facilities, nominal rentals, telephone and stenographic service).

**ASSOCIATIONS**—A.W.A. (C.S.); Wash. State Whsmns. Assn.

**OTHER DATA**—Our negotiable warehouse receipts are accepted by banks as collateral for loans against merchandise stored in our warehouse.



1203 Western Avenue

Tel. Seneca 2466

Established 1931

Incorporated

### SEATTLE, WASH.

## UNITED WAREHOUSE COMPANY

1990 Alaskan Way

GENERAL MERCHANDISE  
STORAGE

POOL-CAR  
DISTRIBUTORS

100,000 sq. ft. capacity  
Established 1900

U. S. Customs Bond  
Free Switching



### SEATTLE, WASH.

Member A.W.A.—W.S.W.A.—S.T.O.A.

## WINN & RUSSELL, INC.

U. S. Customs Bonded

### General Merchandise Storage & Distribution

Trucking Service  
Free Switching  
Insurance .1225 per \$100.00 a year  
Fumigation  
Represented by  
NEW YORK 11 WEST 47TH ST. PENN & CO. CHICAGO 1229 NEWBERRY AVE. MICHIGAN 3533  
ATTRACTION OFFICES

### SPOKANE, WASH.

Millard Johnson  
Pres.

W. B. Fobin  
Secy.

Consign to

## SPOKANE TRANSFER & STORAGE CO.

A. W. A. 308-316 Pacific Ave. N. F. W. A.

Merchandise Department  
Largest Spot-Stocks in the  
"Inland Empire,"  
(67,000 sq. ft.)

Household Goods Dept.  
Assembling and distribution of  
pool and local shipments.  
Agents for JUDSON.

Member of American Chain of Warehouses

### TACOMA, WASH.

## Pacific Storage & Transfer Co.

Member

Drayage, Storage & Distribution



Forward your Stop in Transit and Pool Cars in  
our Care (Free Switching). Located in Center  
of Wholesale District, 18th & Broadway.

Member A.W.A.—Wash. State Assn.

## BLUEFIELD, W. VA.

WM. E. DALE, Owner

## TWIN CITY WAREHOUSE &amp; COLD STORAGE COMPANY

Specializing in

Merchandise and Household Goods at Bluefield, Va.  
Cold Storage at Bluefield, W. Va.  
Private Siding on N&WRR. Free  
Switching—Distribution of Pool Cars

## HUNTINGTON, W. VA.

## HUNTINGTON WAREHOUSE CORPORATION

ESTABLISHED 1920

The only Merchandise Warehouse in Huntington out of high water district  
ECONOMICAL AND EFFICIENT  
GENERAL MERCHANDISE STORAGE  
POOL CAR DISTRIBUTION  
COMPLETE TRUCKING FACILITIES  
FOR POINTS IN OHIO-KY.-W. VA.  
PRIVATE SIDING ON C. & O. RY.  
NO SWITCHING CHARGES  
MEMBERS — AWA — ACW

## HUNTINGTON, W. VA.

There is a reason why the sales and traffic managers of national firms use us in our territory. We specialize in distribution of merchandise and have every facility necessary to give their customers quick action. Five million population served over night.

## The W. J. Maier Storage Co.

## WHEELING, W. VA.

Central Distribution for

- WEST VIRGINIA
- Western PENNSYLVANIA
- Eastern OHIO
- POOL CAR DISTRIBUTION
- GENERAL MERCHANDISE STORAGE

Members A.W.A.—A.C.W.—W. Va. M.T.A.

## UNION WAREHOUSE HOLDING CO.

Main, Sixteenth  
and South Streets

## EAU CLAIRE, WIS.

## SIOUX

## Storage &amp; Forwarding Company

Warehousing &amp; Distribution

One of the finest in the State  
Licensed & Bonded

113-119 S. Dewey St.

Eau Claire, Wis.

## GREEN BAY, WIS.

## LEICHT TRANSFER AND STORAGE CO.

Established 1903

121 South Broadway

Merchandise Distributors and Household Goods

Forwarders.

Haulers of Cement and Contractors Equipment and Heavy Machinery

to All Points

U. S. Customs, Warehouse, State and Public Bonded.

Waterfront Facilities: Private Siding CB&amp;W.

Wood Pulp a Specialty. Pool Car Distribution.

Members of MayWA—WisWA

## MADISON, WIS.

Established 1895

## The Union Transfer &amp; Storage Co.

State Bonded Warehouse on Private Switch

Fireproof Building 85,000 Square Feet

Pool Car Distribution by Truck or Rail

Private Siding Milwaukee Road

Free Switching All Roads

Member of A.W.A.—Wisconsin W.A.



ATTENTION  
SHIPPERS

Sometimes storage space is scarce at the plant, and stocks can be scattered at strategic spots throughout the country. Often this is cheaper than building or using valuable factory space.

For the convenience of shippers, this section is arranged geographically

## Factories on the Move

(Concluded from page 26)

Metalfield, Inc., metal goods manufacturer, has leased the 3-story brick building with 2-story reinforced concrete addition on Washington Ave., Milltown, N. J., formerly occupied by the Russell Playing Card Co., from the Michelin Realty Corp. Operations are to begin Aug. 15.

• • •

National Container Corp., R. H. Laftman, general manager, will erect a box factory at Jacksonville, Fla. The home office of the company is at Review Ave., Long Island City, N. Y.

• • •

Atlanta Paper Co., 225 Moore St., Southeast, Atlanta, Ga., has leased 20,000 sq. ft. of floorspace at 311 Poplar St., Macon, Ga., for distributing warehouse; also will establish branch warehouse at Augusta, Ga.

• • •

Western Electric Co., Inc., 195 Broadway, New York, telephone instruments and equipment, plans new three-story factory branch, storage and distributing plant at Atlanta, Ga.

• • •

Continuous Sales Corp., 50-52 Twenty-seventh St., Long Island City, N. Y., plumbing and heating equipment and supplies, has leased 20,000 sq. ft. in building at First and Essex Sts., Harrison, N. J., for new branch storage and distributing plant.

• • •

Westinghouse Electric & Mfg. Co., East Pittsburgh, Pa., plans one-story addition to Sharon works at Sharpsville, Pa., for storage and distribution. Work will begin soon on razing several old structures to make way for new unit.

• • •

Bevan Air-Conditioning Corp., Highland Park, Mich., has leased one-story building at Mount Clemens, Mich., and will remodel for new plant. Facilities will be installed for production of a new oil-burning furnace unit, now being perfected by the company. Present plant will be removed to new location and capacity increased.

• • •

Gottlieb & Sons, Inc., 82 Paris St., Newark, N. J., iron and steel products, has leased one-story building at 131-33 South St., for production of small ornamental iron and steel specialties.

• • •

Cole Chemical Co., now occupying quarters at 3719 Laclede Ave., St. Louis, Mo., will erect a new plant on that site to be completed by the first of the year. The plant will cost approximately \$100,000 and will be of glass brick construction and air-conditioned.

• • •

Francis H. Leggett & Co., New York, will construct a Pittsburgh warehouse, according to Francis L. Whitmarsh, president.

## Products On Parade

(Concluded from page 27)

Rochester, N. Y., to engage in the manufacture of prepared food products.

• • •

Wadham & Co., Portland, Ore., is packing a new Mexican style corn chip under the name "Maizettes" in 4-oz. tins for use as a complement to beer, salads, etc.

• • •

Vitab companies, California corporations with manufacturing plants in Emeryville and San Francisco, have been purchased by the National Oil Products Co., Har-

## MILWAUKEE, WIS.



*in Milwaukee*

United States Government  
Bonded. State of Wisconsin  
Licensed and Bonded.

## ATLAS STORAGE CO.

Division of P&V Atlas Industrial Center

710 W. VIRGINIA ST. MILWAUKEE, WISCONSIN

Represented by DISTRIBUTION SERVICE, INC.

New York—100 Broad Street

Chicago—219 E. North Water Street

San Francisco—625 Third Street

## MILWAUKEE, WIS.



## LINCOLN

FIREPROOF WAREHOUSE CO.

WAREHOUSE SERVICE RAILROAD SIDINGS  
OF EVERY AND  
DESCRIPTION DOCKING FACILITIES

LOCATED IN HEART OF BUSINESS DISTRICT

OFFICES: 206 W. HIGHLAND AVE.

Member of A.W.A.—W.W.A.—N.F.W.A.

rison, N. J. Charles P. Gulick is president. Acquisition of the Vitab companies puts the National Oil Products Co. in the A, B, D and G vitamin fields. The company has been one of the largest producers of vitamins A and D through another subsidiary, Vitex Laboratories.

o o o

George A. Dickel Distilling Co., Lexington, Ky., one of the most famous of the oldtime pre-prohibition Kentucky distillers, is reentering the American liquor market with a line that includes some of the best known of the country's old whiskey brands. The "Cascade" brand will be featured. This brand's sales reached 1,000,000 cases annually.

o o o

Hawaiian Pineapple Co., Ltd., will embark on an expansion program, plans being made to add to the size of the plant capacities for pineapple juice.

o o o

Berdan & Co., oldest wholesale grocery house at Toledo, Ohio, has been sold to Lee & Cady, Detroit, after having been in the grocery field in the Ohio territory for 102 yrs. G. L. Smith, manager of the Berdan company for several years, will continue in that capacity. The combined companies will operate 73 cash and carry branches in Michigan and northern Ohio, as well as 10 service houses.

o o o

Ross Carrier Co., Inc., has purchased its eastern office building at 256 Observer Highway, Hoboken, N. J., and the adjoining lot. The quarters will be enlarged.

o o o

Romanoff Caviar Co., New York City, is developing a merchandising and advertising drive on various food products in its line. Primary attention will be given to Knorr's Powdered Soup Mix, Powdered Gravy and liquid seasoning.

o o o

Vermont Asbestos Corp., Eden, Vt., operating extensive asbestos mining and milling properties and wholly owned as a subsidiary of the Rubberoid Co., manufacturer of building products, is now named the Vermont Asbestos Mines, division of the Rubberoid Co.

o o o

Brass Yeast Corp., headed by Samuel Brass, has opened a plant in Newark, N. J. The company will operate a fleet of 25 delivery trucks.

*For the convenience of shippers, this section is arranged geographically*

## MILWAUKEE, WIS.

ESTABLISHED 34 YEARS

## 850 Foot Dock



Largest in Wisconsin

### 18 Warehouses

Specializing in—  
Merchandise Distribution and Complete  
Branch House Services

TRACK CAPACITY FOR 50 CARLOADS  
DEPENDABLE EXPERT QUICK SERVICE

## MILWAUKEE, WIS.

## NATIONAL TERMINALS CORPORATION

954 SO. WATER STREET

Tel. Mitchell 5444

Milwaukee's most modern and best located Waterfront Warehouse. Automobile storage. Warehousing on unit basis for spot stocks. Storage "in transit". Pool car distribution, Customs Bonded.

Member of A.W.A. & W.W.A.

## MILWAUKEE, WIS.

### AN ASSOCIATED

## NATIONAL WAREHOUSE CORPORATION

Serving the Nation's  
Leading Shippers

EVERY PHASE OF  
GENERAL  
MERCCHINDE  
WAREHOUSING  
and  
DISTRIBUTION  
—C.G.W.R.R.  
Siding—



OUR PROPERTIES—BONDED—RESPONSIBILITY

New York Office ..... Tel. MURRAY HILL 9-7645  
Chicago Office ..... Tel. FRANKLIN 6263  
Member—American Warehousemen's Ass'n.

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## RACINE, WIS.

In  
Racine!

The Racine Terminal Warehouse offers every storage and distribution facility. Modern fireproof building especially built for warehouse service. Motor freight terminal. Private rail siding. Dock facilities. Experienced and responsible management.

Merchandise Storage—Moving  
Packing—Shipping

## RACINE TERMINAL WAREHOUSE & TRANSFER COMPANY

1 to 7 Main Street, Racine, Wis.

## WAUKESHA, WIS.

HAROLD T. ORR, Pres. & Mgr.

## ORR TRANSFER & STORAGE CO.

212 W. SAINT PAUL AVE.

### STRICTLY HOUSEHOLD GOODS STORAGE

MACHINERY MOVING AND ERECTING

DISTRIBUTE POOL CARS

Ship via C. M. & St. P. Ry. - Yellow Truck Lines, Inc. - CARGO INSURANCE  
Member, North American Van Lines, Inc.

## CASPER, WYO.

## CASPER TRANSFER & STORAGE CO.

P.O. Box 1953 Casper, Wyoming

Warehouses at the corner of  
Beech & "C" and 1st & Market

Merchandise—Household Goods  
Storage and Distribution

## CANADA

VANCOUVER, B. C.

ELMER JOHNSTON, Pres.

IN VANCOUVER IT'S THE  
**JOHNSTON**  
 National Storage, Ltd.  
 STORAGE — CARTAGE  
 FORWARDING — DISTRIBUTING  
*You Can Buy No Better Service*

LONDON, ONTARIO

**FIREPROOF WAREHOUSES LIMITED**

Merchandise storage and distributors. Furniture storage with local and long distance cartage service. Siding from C.N.R. and C.P.R., with interswitch from Michigan Central. We own and operate two fireproof constructed warehouses with low insurance.

TORONTO, ONTARIO

**Tippet-Richardson, Ltd.**

Furniture Storage — Crating and shipping — Long distance moving.

C. F. B. Tippet, Pres.

**Howell Warehouses, Ltd.**

General merchandise storage and distribution. Soliciting American accounts doing business in Canada.

Represented by  
 NEW YORK  ALLIED DISTRIBUTION INC.  
 11 WEST 42ND ST. PENN 6-0966

CHICAGO  
 1525 NEWBERRY AVE., MON 5531

TORONTO, ONTARIO

**W. J. PICKARD, Ltd.**

369 Church St.

PACKING — MOVING — STORING — SHIPPING  
 OF HOUSEHOLD GOODS

TORONTO, ONT.

M. A. Rawlinson, Pres., J. H. Warren, V. Pres.  
 & Mgr.**M. RAWLINSON, Ltd.**

Established 1886

610 YONGE ST.

Seven Buildings to Meet All Requirements for  
 Modern Storage and Distribution

Customs Bonded. Pool Car Distribution. Household Goods Transferred. Motor Truck and Team Service.

Members of CanS&T—NFWA—BAIFR—FWRA—TC&W

**Canadian Top Wharfage Tariff**  
**Effective Aug. 15**

Rail and water carriers serving the Canadian ports of Montreal, Quebec, Halifax, St. John, West St. John, Corel and Three Rivers have announced that their new tariff detailing absorption of top wharfage charges at those ports on shipments from and to points in the Dominion will become effective Aug. 15.

Generally, the absorption will be the same in amount as the top wharfage charges that were applicable prior to the increase with the difference between the former and the present top wharfage rates to be for the account of the shipper or the consignee. The water and rail carriers serving the eastern Canadian ports will continue to absorb in full the top wharfage charges in connection with traffic handled through those ports originating in or destined to the United States.

In connection with export traffic from Canadian origins or import traffic moving to Canadian destinations the top wharfage charge assessed on a per ton basis may, in some cases, be by weight and in other instances by measurement, insofar as the amount to be absorbed is concerned, the per ton unit in each instance being 2,000 lbs.

**Philadelphia Loses  
 'Top Wharfage' Case**

Deciding that there has been no "final judgment" on the point made by Blakely D. McCaughn, Philadelphia director of docks, wharves and ferries, that Pennsylvania has jurisdiction to regulate wharfage charges by operators of piers on the State's navigable rivers, the U. S. Supreme Court in Washington, on May 31 declined to pass upon a decision of the Supreme Court of Pennsylvania that such jurisdiction is vested in the Federal Government. In brief, the City of Philadelphia is a final loser in the long-drawn-out "top wharfage fees" case.

The original action was brought against Philadelphia Piers, Inc.; the Baltimore & Ohio Railroad, the Reading Co., and the Pennsylvania Railroad Co., all of which announced in 1936 that they would impose the payment of 50 cents per ton usage charges on freight not moved by railroads over their piers.

**Frozen Food Plant  
 for Richmond**

Plans to establish at Richmond, Va., a plant for the freezing and storage of food products that may be the largest in the South have been announced by H. L. Sizer, president of American Refrigeration, Inc. In addition to a central "frosting" unit, the company expects to establish feeder plants at Petersburg, Toano, Front Royal and Alexandria.

An option has been secured on property at Richmond belonging to Kingan & Co., meat packers.

**Texas Grapefruit Pack**

Total canned grapefruit production of 4,700,000 cases during the 1937-1938 season is more than double the 2,200,000 mark for 1936-1937 and was the largest in the history of the Lower Rio Grande Valley citrus processing industry.

**Canned Roller Skates**

A manufacturer of roller skates is now packing its product in sealed cans, thus falling in step with the trend established by manufacturers of tennis balls. By doing this, the manufacturer is at least protecting the skates against rust and the drying out of the lubricant in the ball bearings and in addition should be greatly simplifying packing and sorting as well as the display at showrooms.

**Frozen Food Opening Prices**

Honor Brand Frosted Foods Corp. has released opening prices for the new season. Indicative of the extent to which frosted foods have captured the housewife's regard, this one brand alone lists 21 fruits, 14 vegetables, 3 fruit juices, 9 sea foods, 5 poultry and 19 meats, in all, 71 different foods from which may be selected a "fresher than fresh" quickly prepared meal.

Perhaps the most noteworthy groups of additional items are those found under the headings of fish, poultry and meats.

"We ourselves, close as we have been to the produce field for over 40 yrs., were astonished at the quick and sizable response to the non-vegetarian items when we introduced the Honor Brand full menu line," reports Mr. Max Waterman, president. "Frosted foods only a year or so ago were supposed to be luxuries, but our sales on the modest chopped meat, sausage meat and  $\frac{1}{2}$ -in. minute steak show the importance to the distributor of a full line."

Three new regional warehouses are announced from which Honor Brand will make up unit shipments of mixed lots. It is expected that other similar warehouses will be established later.

**3-Yr. Fight of C.I.O. Ends on Pacific Coast**

The Waterfront Employers' Assn. of the Pacific on June 30 agreed to recognize the Committee for Industrial Organization's International Longshoremen's & Warehousemen's Union as bargaining agent for negotiating new contracts covering Pacific Coast stevedores. The recognition virtually ended a 3-yr. struggle of the C.I.O. and Harry Bridges, Pacific Coast director, to obtain confirmation of his union as official representative of Western dock workers.

The N.L.R.B. recently certified the I.L.W.U. as collective bargaining agent for all Pacific Coast longshoremen, overruling all claims of the International Longshoremen's Assn., an A. F. of L. affiliate.

The employers' association has urged all maritime unions to start negotiating the new contracts immediately.

**New Wis. Cold Storage Plant Opposed**

The Wisconsin Warehousemen's Assn., the Association of Refrigerated Warehouses and the Minnesota-Northwest Warehousemen's Assn. are opposing the proposed municipal cold storage plant to be erected at Superior, Wis., with the aid of federal finances.

A letter from the Wisconsin association protesting the proposed warehouse to the common council of Superior, pointed out, in part, that in 1936 the largest cold storage plant in Wisconsin, located in Milwaukee, had a total space occupancy of 68.3 per cent.

"From figures available, the building of cold storage space in recent years has gone 'way beyond the public's requirements, and the building of an additional house at this time may not only prove woefully unprofitable, but may tend to make the warehouse situation in Wisconsin and other nearby points just that much worse," the letter stated.

A joint meeting of the Wisconsin Warehousemen's Assn. and the Minnesota-Northwest Warehousemen's Assn. is scheduled to be held Aug. 12 and 13 at Geneva Beach hotel, Alexandria, Minn.

The Wisconsin Warehousemen's Assn. has filed a protest with the board of harbor commissioners at Milwaukee against the purported practices which exist at the municipally owned Jones Island outer harbor terminal.

It is charged that services are offered at rates which are less than compensatory, particularly the offering of 60 days' free storage, as well as other practices which tend to demoralize the warehouse industry as a whole.

**For the convenience of shippers, this section is arranged geographically**

**TORONTO, ONTARIO****TERMINAL WAREHOUSES LIMITED**

SUCCESSORS TO

**CANADIAN RAIL & HARBOUR TERMINALS LIMITED**

Foot of York St., TORONTO, Canada

**CANADA'S FINEST WAREHOUSE**Cold      **STORAGE**      Dry

1,000,000 square feet of floor space, 2,200 feet of docks and transit sheds and 6,000 feet of railroad sidings. General storage; Bonded and Free Storage; Cold Storage; Office and Display Space; Lowest Insurance. Transportation to every part of the Province and Dominion.

Free Switching.

Pool Cars to All Major Distributing Points

**WINDSOR, ONTARIO****E. W. LANCASTER CO. Limited**

I. C. C. Certificate MC 286

International Moving & Cartage  
We have our own highway licenses for Canada and United States, eliminating transfer of furniture en route.

Storage—Crating—Packing—Shipping

Pool Car System      Private Siding  
Windsor, Ontario & Toronto, Ontario  
Reference Bank of Montreal**MONTRÉAL, QUEBEC****Morgan Trust Company**Furniture      Two  
Storage      WarehousesFor 90 years  
connected with Montreal business.All consignments  
to us will receive most careful  
attention.

1455 UNION AVENUE

**MONTRÉAL, QUEBEC**

BONDED AND FREE

**NATIONAL TERMINALS OF CANADA**

LIMITED

GENERAL MERCHANDISE STORAGE AND DISTRIBUTION  
MODERN FIREPROOF WAREHOUSESLOWEST  
INSURANCE RATESPRIVATE  
SIDINGS50 GREY NUN ST.  
MONTREAL, QUE.**MONTRÉAL, QUEBEC**Established 1903  
W. G. KENWOOD, Pres. & Gen. Dir.**Westmount Transfer & Storage Ltd.**

205 Olivier Ave., Westmount, P. Q.

LOCAL AND LONG DISTANCE MOVERS

Private Room System for Storage

CRATING, PACKING and SHIPPING

Charges Collected and Promptly Remitted

Member: N. F. W. A., C. S. &amp; T. A.

**ATTENTION  
SHIPPIERS**

Freight can be saved in substantial sums, if shipments are being made LCL from factory, or if a distant warehouse is used.

## In the Cold Storage Field (Concluded from page 28)

### General Foods Forms Foreign Frosted Foods Unit

General Foods Corp., New York, has announced the organization of a new foreign subsidiary to push sales of frosted foods abroad. The corporation, which will be called Frosted Foods, Ltd., will be located in London, and will campaign for sales throughout the British Empire, excepting in Canada and Newfoundland, and also in Egypt, Eire, the Netherlands, Denmark, Norway and Sweden.

Authorized capital will consist of 80,000 ordinary shares of One Pound sterling par value, comprising 15,000 A shares, 150,000 B shares and 50,000 C shares. All shares have voting rights and no class of stock will receive preferential treatment.

Frosted Foods, Inc., fully-owned subsidiary of General Foods Corp., will hold a majority interest in the new corporation. Robert Ducas, who receives American Frosted Foods Co.'s patents and inventions under terms of a working agreement setting up the new corporation, will hold a minority interest in the new company, having subscribed to 15,000 C ordinary shares for cash at par.

### Biddle Offers Full Line Of Quick-Freeze Foods

The Biddle Purchasing Co., New York City, has added a full line of quick-frozen foods to its wholesale grocery clients. The company has made connections with leading packers of fresh-frozen vegetables, fruits, meats, fish and fowl and arranged for wholesalers to supply their retail outlets with cabinets. This purchasing organization has offices throughout the country.

The cabinet is manufactured of heavy chromium steel, with several choices of enamel finish, to hold approximately 350 lbs. of frosted foods, and, in the average city, to cost approximately \$4.00 per month to operate both the compressor and lights for display. All trays and compartments are accessible. One important feature of the cabinet is that, should current be cut off because of storm or other emergency, it will hold a sufficiently low temperature to insure safe keeping of contents for from 18 to 24 hrs. Insurance against spoilage has been arranged for at low cost.

### Vacuum Frosted Foods Organized

Vacuum Frosted Foods Co., San Francisco, has been organized by William Kuster and W. H. Bently to freeze foods at various Coast points.

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